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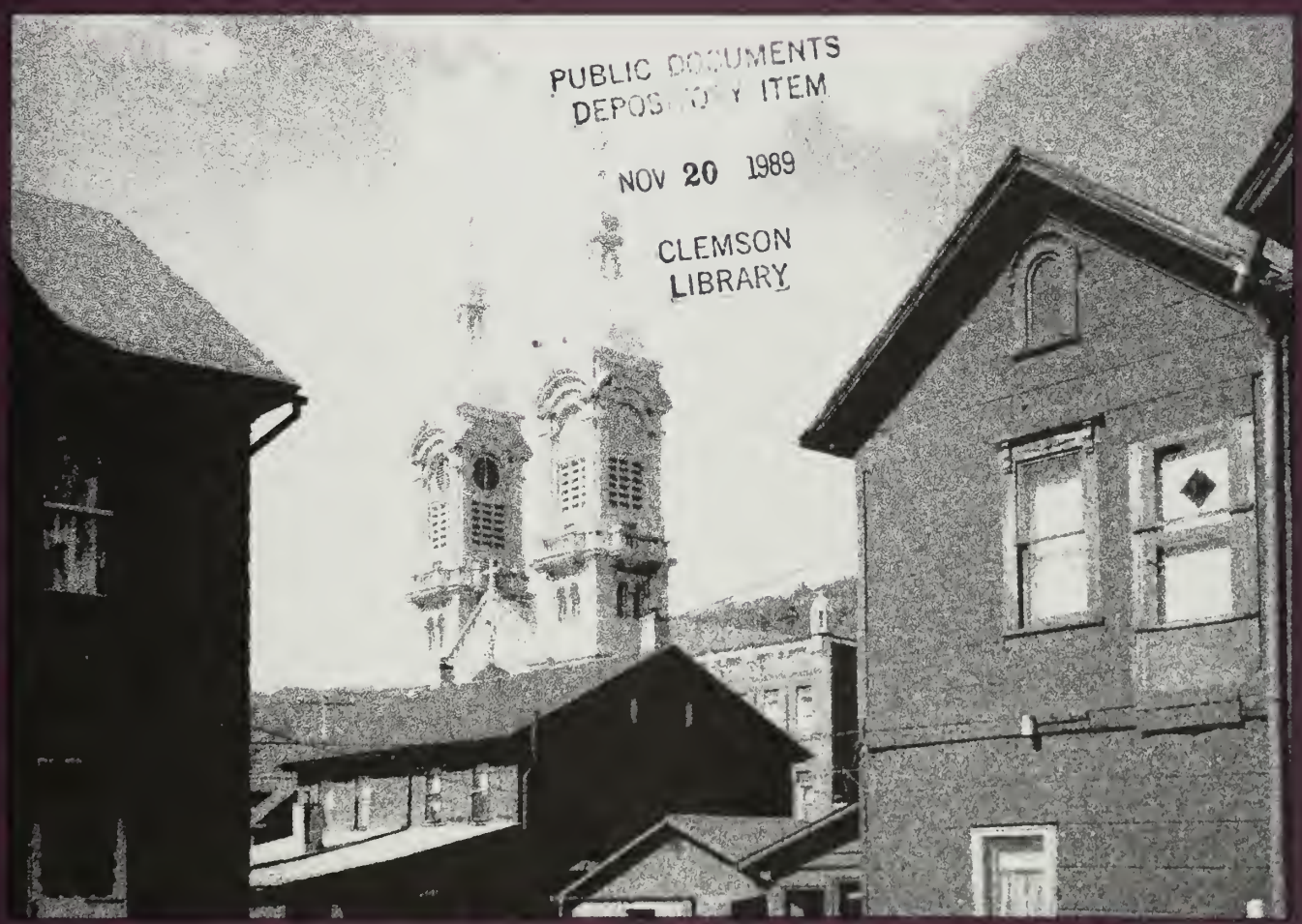
THE CHARACTER OF A STEEL MILL CITY:

FOUR HISTORIC NEIGHBORHOODS OF JOHNSTOWN, PENNSYLVANIA



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THE CHARACTER OF A STEEL MILL CITY:

Four Historic Neighborhoods of Johnstown, Pennsylvania

Kim E. Wallace, Editor,
with contributions by
Natalie Gillespie, Bernadette Goslin,
Terri L. Hartman, Jeffrey Hickey,
Cheryl Powell, and Kim E. Wallace

Historic American Buildings Survey/
Historic American Engineering Record
National Park Service
Washington, D.C.
1989

The Character of a steel mill city: four historic neighborhoods of Johnstown, Pennsylvania / Kim E. Wallace, editor : with contributions by Natalie Gillespie . . . [et al.].
p. cm.
"Prepared by the Historic American Buildings Survey/Historic American Engineering Record . . . at the request of America's Industrial Heritage Project"--P.
Includes bibliographical references.
1. Historic buildings--Pennsylvania--Johnstown. 2. Architecture--Pennsylvania--Johnstown. 3. Johnstown (Pa.)--History. 4. Historic buildings--Pennsylvania--Johnstown--Pictorial works.
5. Architecture--Pennsylvania--Johnstown--Pictorial works.
6. Johnstown (Pa.)--Description--Views. I. Wallace, Kim E. (Kim Elaine), 1962- . II. Gillespie, Natalie. III. Historic American Buildings Survey/Historic American Engineering Record.
IV. America's Industrial Heritage Project.
F159.J7C43 1989
974.8'77--dc20 89-24500
CIP

Cover photograph by Jet Lowe, Historic American Buildings Survey/Historic American Engineering Record staff photographer. The towers of St. Stephen's Slovak Catholic Church are visible beyond the houses of Cambria City, Johnstown.

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CREDITS

This report was prepared by the Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER), Robert J. Kapsch, chief, at the request of America's Industrial Heritage Project (AIHP), Randy Cooley, director. Both AIHP and HABS/HAER are agencies of the National Park Service, U. S. Department of the Interior. Alison K. Hoagland, HABS historian, was project manager and editor. Kim E. Wallace (University of Pennsylvania), supervisory historian of the project, also served as editor and wrote Chapters 1, 2, and 6, and substantially revised Chapters 4 and 5. Terri L. Hartman (University of California at Los Angeles), historian, researched and wrote Chapter 3. Jeffrey Hickey (University of Colorado) and Bernadette Goslin (University College, Dublin, Ireland), historians, researched and drafted Chapter 4. Natalie Gillespie (Carnegie-Mellon University) and Cheryl Powell (University of Delaware), historians, researched and drafted Chapter 5. HAER photographer Jet Lowe took the large-format photographs that appear as illustrations in this report; the 35mm photographs at the end of Chapters 4 and 5 were taken by the historians.

The project team members would like to thank Ann McCaffrey and her staff at Johnstown's David Glosser Memorial Library, and the staff of the Johnstown Flood Museum, especially Richard Burkert, executive director, and Kathy Samay, curator. We are also grateful to many other Johnstown residents for the time they took to answer questions and for their patience as we wandered through their neighborhoods gathering information and inspiration for this history.

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CHAPTER ONE

INTRODUCTION

The city of Johnstown is located in the Laurel Highlands section of the Allegheny Mountains of western Pennsylvania. It lies at the steep, narrow, Y-shaped intersection of three river valleys -- the Little Conemaugh, the Stony Creek, and the Conemaugh. This location and topography have provided both the source and the limits of Johnstown's growth. In the nineteenth century the decision to route a canal, and later a railroad, along the contours of the river valleys compensated for the town's isolation in the otherwise difficult western Pennsylvania terrain and in the hinterlands of the distant population centers of Pittsburgh and Philadelphia. Perhaps even more important were the coal and iron ore yielded by the local terrain. The combination of transportation and natural resources supported the rapid growth of a local iron- and steel-making industry dominated by one company--Cambria Iron, later purchased by the Bethlehem Steel Company. The steel mills in turn supported the steady growth of Johnstown and surrounding communities.

In the twentieth century Johnstown again began to feel its isolation and provincialism. Local coal and iron ores were not of sufficient quality to meet the higher standards of the steel industry. The railroad, once the company's primary customer as well as shipper, lost its role as the country's most important transportation system. The decline of the basic steel industry in the postindustrial economy was dramatically evident in Johnstown in the 1970s when unemployment rose to over 20 percent, and Bethlehem Steel considered closing its Johnstown plants. Efforts to attract new businesses to the area echo the rhetoric of previous city boosters who had to contend with Johnstown's reputation as a dirty and noisy steel town prone to life-threatening floods.

Johnstown is one of many communities in the western Pennsylvania "rust belt" that were dependent on a single, contracting industry. One strategy developed to help rebuild these local economies is the America's Industrial Heritage Project (AIHP), a federally funded program focusing on nine western Pennsylvania counties. AIHP is like many postindustrial/postmodern endeavors that in some way recycle the past for contemporary purposes. In this case, however, the practice is much more than a stylistic element. AIHP's primary purpose is to develop the past as a component of promoting regional tourism, salvaging the industrial economy as a resource for another kind of product.

This study, jointly sponsored by AIHP and the Historic American Buildings Survey/ Historic American Engineering Record (HABS/HAER), is part of that effort. Research was conducted in the summer of 1988 by six HABS historians. Because HABS's mandate is to document specific buildings, this history of the city of Johnstown has been written to contextualize and highlight its built environment. The responsibility to document specific buildings and use them as a basis for research necessarily restricted this aspect of the study. Thorough documentation of all of the city's historic neighborhoods would require several years of fieldwork and research; therefore, this first summer-long project focused on four historic representative neighborhoods. They were selected in part on the recommendations of Richard Burkert, executive director of the Johnstown Flood Museum, and of a 1987 Historic Resource Study conducted by the Denver Service Center of the National Park Service. The downtown area around Johnstown's Central Park was chosen as the key to the city's public identity and to

Fig. 1.1 Detail of USGS Johnstown Quadrangle (1964; revised 1972) showing Johnstown and its constituent communities. The four survey areas are circled.

its commercial and political character. Cambria City and Minersville were chosen as representative working-class and immigrant neighborhoods, and the borough of Westmont serves as an example of a middle- and upper-class suburb (fig. 1.1).

The six project historians were assigned to document and research one of the study areas. Terri L. Hartman looked at the downtown, focusing on the greatest concentrations of 1890s-1910s commercial buildings: those facing Central Park, and an assemblage of four buildings at Clinton and Washington streets (fig. 3.1). In addition, six individual buildings, selected for their architectural and historical significance, as well as the different aspects of Johnstown's history that they illustrate, received more indepth study (Appendix A).

Jeffrey Hickey and Bernadette Goslin worked in Cambria City and Minersville. Their boundaries for Cambria City fell within those of the city's Fifteenth and Sixteenth wards; they were limited by Tenth Avenue and Front Street to the northwest and southeast, and by the Conemaugh River and Broad Street on the southwest and northeast (fig. 4.1). Cambria City once extended beyond the Broad Street boundary, but in the early 1960s an urban-renewal project demolished the entire length of this section with the exception of the brick commercial buildings on Sixth Avenue now occupied by the Morris Paper Company. These are included in the study. Most of Minersville, across the Conemaugh from Cambria City, is contained within the city's Fourteenth Ward, although a number of its houses along Iron Street extend beyond the city line. The Conemaugh River and Hinckston's Run determined the southwestern and southeastern boundaries. The survey extended to the last building lot on Iron Street to the northwest, and to the end of extant construction on Honan Avenue on the northeast.

Natalie Gillespie and Cheryl Powell studied Westmont, limiting their territory to what is locally known as "Old Westmont" to distinguish it from the borough's post World War II development. Edgehill Drive, Hood Avenue, and Blair and Lehigh streets marked this section's boundaries (fig. 5.1). Kim Wallace prepared an overview history of the city that provides a unifying context for the separate neighborhoods (Chapter 1).

The studies of Westmont, Cambria City, and Minersville began with a survey to collect "baseline documentation" of all the buildings within the established boundaries. Team members filled out a basic information sheet for each building, recording its address, exterior materials, number of stories, roof shape, and present use. Sanborn fire-insurance maps covering most of the survey areas provided approximate dates for the buildings, as well as their original use and structural material. All of this information was coded and entered into a computer database--a listing appears in Appendix B. Baseline documentation also included making a black and white 35mm photograph of each building, excluding those obviously constructed after 1949, the latest date included in the survey.

After the initial survey was completed, 10 percent of residential buildings and all the institutional buildings for each neighborhood were studied in greater detail. The residential sample includes buildings representative of the neighborhood's geographic range, of both multiple- and single-family residences, and of the range of styles and size of houses. "Building summaries" were then written for each of these institutional and residential buildings. The summary includes a brief description and a history based on research into deed and tax records,

city directories, and other relevant sources.

The study of the downtown differs from those of the other neighborhoods in that no database was created, but building summaries were completed for each building. Six of the buildings were more thoroughly documented with full HABS reports (Appendix A).

The third component of the neighborhood studies was the research and writing of a neighborhood history (Chapters 3-5). These were based in part on the research for individual buildings. The building summaries are preserved in the project field records but have not been reproduced here. Instead they have been condensed as photograph captions included at the end of each chapter.

Chapter 7 contains a list of sources consulted for this study, about which some explanation is necessary. Sanborn maps drawn in the years 1886, 1891, 1895, 1911, 1913, and 1949 were crucial for tracing the history of each neighborhood. All or parts of Cambria City and the downtown were covered throughout these years. The company began documenting Minersville in 1895, and Westmont in 1913. Two other sources were very important for dating buildings in Westmont: an 1892 map of the borough showing outlines of completed buildings and names of lot owners, and an 1894 photograph taken from the north side of Reservoir Hill. Ewa Morawska's recent book For Bread With Butter: Life-Worlds of East Central Europeans in Johnstown, Pennsylvania, 1890-1940, was very helpful for work in Cambria City and Minersville and for the general history of the city. A recent locally published work, Johnstown: The Story of a Unique Valley, is cited frequently in the following pages and contains essays covering a variety of aspects of local history. David McCullough's The Johnstown Flood is a fascinating and absorbing account of the 1889 disaster. It should be read by anyone interested in Johnstown's past or present. McCullough relied heavily on an unpublished dissertation by Nathan D. Shappee, "A History of Johnstown and the Great Flood of 1889: A Study of Disaster and Rehabilitation," the most important and most impressive source used for this study. Although, as the title implies, it is especially concerned with the events of 1889, much of Shappee's text outlines the city's pre-1889 history. As authors of this current Johnstown history, we hope that our work approaches his thoroughness.

It is inevitable that The Character of a Steel Mill City: Four Historic Neighborhoods in Johnstown, Pennsylvania consists largely of information drawn from the work of Shappee and others in local history. We believe that our contribution lies in the reinterpretation involved in synthesis and in the research and attention devoted to the neighborhoods and buildings in which Johnstown residents have lived and worked.

CHAPTER TWO

JOHNSTOWN

> *Johnstown itself was a beautiful town in my boyhood days [1830s-1840s]. Its surrounding hills were covered with dense forests down to the very margins of the streams which then bounded it on nearly all sides. . . . There were many apple orchards which had been planted by Joseph Johns and the Pennsylvania Germans who were its first settlers, and many sycamores and other native trees were still standing. How large the public square and the reservation at the lower end of Main Street were in those days! There were many log houses, reminders of the pioneers, and a few brick houses. Every house had a garden attached to it, and there were lilacs, hollyhocks, sunflowers, and other old-fashioned flowers everywhere.*[1]

In James M. Swank's lifetime the population of Johnstown increased from a few hundred to over 20,000 and the town became host to one of the largest producers of iron and steel in the country. Understandably, he viewed the village of his youth with some nostalgia, yet as president of the American Iron and Steel Association for thirty-eight years, Swank was a fully assenting participant in the industrial transformation of his boyhood home. Swank's memories of an innocent pastoral community obscure the fact that, like many other towns in western Pennsylvania, Johnstown was laid out and founded as a speculative venture.

Its founder and would-be developer was Joseph Schantz, whose name was anglicized to Johns. He immigrated from Switzerland to Philadephia in 1769 and made a living farming in eastern Pennsylvania before moving to Somerset County in 1784. Here, on the floodplain at the confluence of Stony Creek and Little Conemaugh River, he began farming and, in 1800, laid out the town he called Conemaugh after an Indian village that was supposed to have occupied the site. Like other speculators, he hoped to profit not only from the sale of lots but from the increased opportunities for trade and commerce that would result from a concentrated population. To insure the successful establishment of a permanent town, these speculators maneuvered and negotiated to have their holdings designated as the governmental seat of newly formed counties.[2] Johns's town was situated in the section of Somerset County that was partitioned off in 1804 to form Cambria County. Clearly, Johns had foreseen this move four years earlier and meant to guarantee Conemaugh's future by seeing it named the new county seat. But his influence was insufficient to compensate for the town's location at the southern end of the county, away from the more important turnpike to the north. Ebensburg became the county seat and this failure is given as the reason for Johns's removal in 1807 to a farm near Davidsville in Somerset County where he died eight years later. Johns's town changed

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[1] James M. Swank to Calvin C. Hayes, September 21, 1909, in James M. Swank, "Recollections of Early Johnstown," in his Cambria County Pioneers, (Philadelphia, 1910), 45. Calvin C. Hayes replaced David Beale as pastor of the Presbyterian congregation in Johnstown in May 1891. Nathan Daniel Shappee, "A History of Johnstown and the Great Flood of 1889: A Study of Disaster and Rehabilitation," dissertation, University of Pittsburgh, 1940.

[2] R. Eugene Harper, "Town Development in Early Western Pennsylvania," The Western Pennsylvania Historical Magazine 71 (Jan. 1988), 3-26.

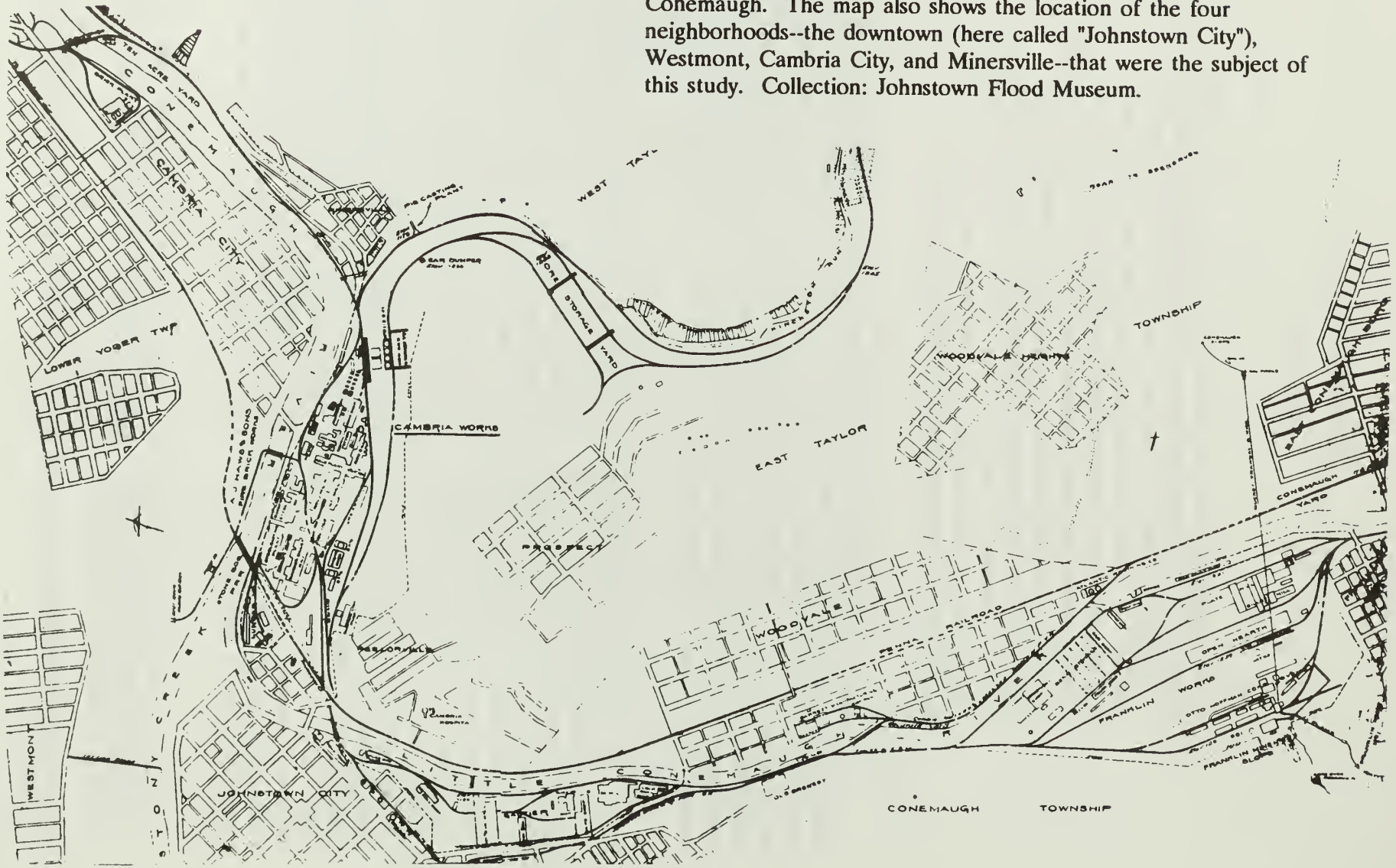

Fig. 2.1 Map of Johnstown and Vicinity. This 1903 map by M. G. Moore, a mining engineer for Cambria Steel Company, shows the three main divisions of the steel works at that time--the oldest Cambria or Lower Works, the Gautier Works next to the downtown, and the Franklin Works farther up the Little Conemaugh. The map also shows the location of the four neighborhoods--the downtown (here called "Johnstown City"), Westmont, Cambria City, and Minersville--that were the subject of this study. Collection: Johnstown Flood Museum.

hands several times but did grow slowly, by 1820 accumulating a population of 200. In 1831 the town was officially incorporated and in 1834 the citizenry honored its founder by changing the name from Conemaugh to Johnstown.[3]

Canal Era

> *. . . the city has been somewhat isolated, although the rails that opened up much of this Nation for settlement were rolled in Johnstown.*[4]

That first snub in being passed over as the county seat set the tone for the subsequent defensive stance of this ambitious city, hampered by geographical and topographical isolation and its image as a flood-prone, steel-mill town. But in 1828 Johnstown was awarded significant compensation when it was selected as one of the most important sites on the interior length of the proposed Pennsylvania Main Line Canal. Water transportation was crucial in the early years of the new republic; improved roads were rare. Johnstown relied on pack trails to connect it to larger centers of commerce and communication. The earliest route stretched north from Bedford; another reached west over the mountains from Frankstown in Huntingdon County and connected the Frankstown branch of the Juniata River to the Conemaugh at Johnstown. This access to river transportation had been the saving grace of Johns's fledgling town. Iron bars, "Juniata iron" from the numerous furnaces and fords scattered along the branches of the Juniata River in Blair and Huntingdon counties, were packed across the trails into the village, loaded onto flatboats or "arks," and shipped down the Conemaugh to Pittsburgh. Iron from the Shade furnace in Somerset County was sent along Shade Creek to Stony Creek and into Johnstown. Residents manufactured these boats and handled and stored the iron, and even started a few of their own manufacturing concerns--an iron forge, nail factory, tannery, and gristmill are recorded as operating in the town between 1800 and 1820. "Shooks" or barrel staves used in the West Indian sugar trade were made by lumbermen along Stony Creek and shipped south to the Caribbean. Networks of international trade had already penetrated the western Pennsylvania mountains.[5]

Because of its position at the head of navigable waters flowing west to Pittsburgh, Johnstown figured largely in plans for construction of a canal connecting Philadelphia and Pittsburgh. In the 1820s canal backers began lobbying the state legislature for funds and sponsorship of this grand "system of public works." With the inducement of drawing trade away from the Erie Canal, a parallel east-west route across New York state, the Pennsylvania

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[3] Shappee, 23-4, 103-04.

[4] Louis Levine et al., "The Potential for Human Resources and Economic Growth in a Declining Local Community: A Socio-Economic Study of the Johnstown, Pa., Economy" (Pennsylvania State University, 1969).

[5] Shappee, 33, 16. Richard A. Burkert, "Iron and Steelmaking in the Conemaugh Valley," in Johnstown; The Story of a Unique Valley, ed. Karl Berger (Johnstown, 1985), 261. Thomas J. Chapman, The Valley of the Conemaugh (Altoona, Pa., 1865), 17.

legislature granted $300,000 in funding in 1826. Five years later the canal bed into Johnstown from the west was completed and excavation had begun for a canal basin to provide docking facilities and access to warehouses.[6]

Peter Levergood, eventual successor to Joseph Johns as proprietor of the town, had built his home on the east side of the town plan and proved more resourceful than Johns in promoting development. He made contributions to Lutheran, Catholic, and Methodist congregations for their first churches, and when the canal arrived, he donated land to insure that the basin site was located near his property. His name was also among a list of citizens seeking reimbursement for property damage caused by canal construction, but the canal commissioners refused his petition. Some years later Levergood himself was appointed as a canal commissioner and was elected to the state legislature for two terms.[7]

With Johnstown established as the beginning of the western length of the canal and Hollidaysburg the beginning of the eastern length, the task of connecting the two towns began. The Allegheny Mountains, which separated the towns, form the divide for the eastern United States: water to the east flows to the Atlantic, streams to the west lead to the Mississippi River and the Gulf of Mexico. Skeptics thought it impossible to build an easily navigable route across these mountains, but engineers led by Sylvester Welch devised a series of twenty alternating levels and planes to regularize the ascent and descent of thirty-seven miles over the summit. A double-track railroad was built across the peaks and in a counter-balanced winch system canal boats were loaded onto railroad cars and pulled or lowered along the stepped planes.

When the railroad was finished, travel time for crossing the state was reduced from three weeks to one, and the feasibility and convenience of transporting freight was vastly increased. Contemporaries viewed the completion of the canal, and especially of the portage railroad, as a grand feat and spoke of it with patriotic, republican rhetoric:

> [Mr. Welch, chief engineer,] has raised a monument to the intelligence, enterprise, and public spirit of Pennsylvania, more honorable than the temples and pyramids of Egypt, or the triumphant arches and columns of Rome. They were erected to commemorate the names of tyrants, or the battles of victorious chieftains, while these magnificent works are intended to subserve the interests of agriculture, manufacture, and commerce--to encourage the arts of peace--to advance the prosperity and happiness of the whole people of the United States. . . .[8]

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[6] Shappee, 35.

[7] Shappee, 26-7.

[8] Shappee, 80, quoted from Hist. Six Counties, 580.

The canal's actual impact on Johnstown apparently lived up to the rhetoric. George T. Swank, editor of the Johnstown Tribune during the 1880s, recalled the early canal days in contrast to the preceding years.

> . . . the whole character of the town suddenly changed. Canal boating and railroading took the place of flatboating; the Pennsylvania German element ceased to predominate in the make up of the population; communication with other parts of the State and with other States became more frequent: homespun clothing was thenceforward not so generally worn: the town at once lost nearly all its pioneer characteristics.[9]

The canal's boost to the local economy, the direct connection to Pittsburgh and Philadelphia, and the spectacle of all sorts of passengers and cargo passing through gave Johnstowners the inspiration and the means to aspire to a less provincial lifestyle. Ten transportation companies had offices and warehouses in town. Production of canal boats and railroad cars became important local industries. Local entrepreneurs supplied iron track components, bricks, and lime cement for canal maintenance. A number of hotels provided passengers and work crews with food and lodging, and brewers and butchers set up business to supply the hotels. The increased population generated by all this activity in turn encouraged trades and businesses that were not directly canal-related. Cabinet-makers, tailors, dentists, and physicians set up shop and one former boat painter branched out to produce "stained" wallpaper.[10]

According to the canal commissioners' reports, in 1839 Johnstown secured more canal income than any other town on the system, earning $95,000 from tolls alone. By 1854, however, this figure dropped to only $1,652. The Pennsylvania Railroad had completed its tracks across the state, which paralleled the canal, and the faster, year-round service insured the failure of Pennsylvania's grand system of public works. Competition being impossible, the state sold the canal to the railroad in 1857 for $7.5 million. The debate surrounding the sale is an early example of the continuing argument over the effect of state-run utilities. Those supporting the sale "insisted that it [the canal] was a fountain-head of corruption and fraud, and was used as an electioneering machine by whatever political party happened to hold the reins of power." Opponents of the sale felt it was the state's responsibility to prevent the railroad from achieving an exclusive monopoly on cross-state transportation.[11]

The relatively brief duration and sudden end of the canal era may have contributed to historians' tendency to imbue it with a romantic air and to view its end as tragic. Some towns that grew up along the canal witnessed the loss of their only economic base. One nineteenth-

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[9] Shappee, 44, quoted from the Johnstown Tribune, June 18, 1889.

[10] Shappee, 45-7

[11] Shappee, 48. Nancy Coleman, "History of Public Transportation" in Johnstown: The Story of a Unique Valley, 411. Chapman, 96-8.

century historian described these places as "dilapidated and depopulated. Grass and thistles are now growing up in their streets. . . . The bats now inhabit the palaces of the Caesars."[12]

Johnstown escaped this fate largely because of its geography. Paralleling the canal, the new railroad line followed the path worn by the Conemaugh down into the valley and through the famous Conemaugh Gap northwest of the town. When construction plans were finalized in 1847 the local paper predicted that the railroad would make Johnstown "a depot into which will pour the vast wealth of the surrounding country. . . . Our iron, coal, fire clay, water cement, lime, etc. . . . [will] be developed and sent to markets both east and west."[13]

At least one local businessman also saw opportunity in the coming of the railroad. George S. King owned several iron furnaces in the area and he convinced his partner that they should turn their resources to making iron rails for the railroad. After soliciting investors in Boston and New York, King finally secured the necessary $1 million in capital and formed the Cambria Iron Company in 1852, the same year the railroad connection through Johnstown was completed. The combination of railroad and ironworks was a powerful one. Johnstown was soon transformed in ways the local newspaper editor could not have foreseen.[14]

Iron and Steel

> *In no part of the United States are found combined so many advantages for the manufacture of iron, as at Johnstown. . . . Millions of tons of iron can be made here without going three-quarters of a mile for any portion of the coal, ore and lime, or for the stone and brick for the furnace building and hearths.*[15]

The southwestern quadrant of Pennsylvania had a tradition of iron making and forging that preceded the Cambria Iron Company. Pig iron produced by the region's many individual furnaces had helped support Johnstown during the early flatboat era and formed a significant portion of canal freight. In 1833 sixty canal boats passed through the village carrying 1,138 tons of freight, of which about 700 tons were iron. The next year, after the Allegheny Portage Railroad opened, the total iron tonnage increased to 5,600. John Holliday built a forge in Johnstown in 1808 to work some of the Juniata iron but a flood damaged the new facility. Peter Levergood took over the new machinery, moved it just outside town along the

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12 Chapman, 98. For an alternative description of the demise of the Allegheny Portage Railroad see Sharon Brown, "Historic Resource Study: Cambria Iron Company, America's Industrial Heritage Project," draft (September 1987), 37.

13 Coleman, 431.

14 Burkert, 258-64. Brown, draft, 38-44.

15 Cambria Iron Company pamphlet, 1853.

Conemaugh River, and operated the "Cambria forge" until 1825. In the 1830s a foundry for molding iron was in operation.[16]

As increasing amounts of iron came into Johnstown for processing or passed through to factories in Pittsburgh, George King began searching the hills around town for evidence of local ore deposits. He found several veins of ore that tested well, and he initiated the iron-making business in Johnstown. In the early 1840s his company built Cambria Furnace on the Laurel Run four miles west of Johnstown and within ten years owned four furnaces in the area. When it was clear that the railroad would soon come through the valley, King made the decision to complement his furnaces with a rail-rolling mill. This was a significant departure from the traditional rural practice in which the two steps were separated. Pig iron was made in furnaces located next to a water supply for power and transportation, near ore and lime deposits, and in heavily forested areas that would provide the vast amount of wood needed for charcoal. Forging or molding the iron bars into finished products was usually done in more central locations with easier access to markets. The pace of this system was insufficient to meet the demand created by the railroad and to maintain competition with English producers. A rolling mill with high-volume capacity was a large-scale operation that consumed the output of a number of iron furnaces and required a much more substantial capital investment than that assembled by the ironmasters of the earlier period.[17]

To attract the investors needed to keep the furnaces and rolling mills of Cambria Iron running, King and his partner, Peter Shoenberger, published a report in 1853 on the progress of the works that included statements from Pittsburgh and Philadelphia iron manufacturers who testified to the company's promising outlook. In addition to the four existing charcoal furnaces, a rolling mill and four coke furnaces were under construction in March 1853. There were beds of iron ore and coal, cement, clay and sandstone. There were forests for charcoal and lumber, and farmland for maintaining work animals. And most important, there was the railroad to carry raw materials and finished product, as well as provide a more direct link to the cosmopolitan world of finance and trade.[18]

Even with these advantages, soliciting reliable financing to keep Cambria Iron solvent proved difficult during the first years of operation and it went through several reorganizations. Only a year after starting up, King and Shoenberger, the original partners, sold out to new backers from Philadelphia. Chief among the Philadephia creditors was the firm of Martin, Morrell and Company which, having the most at stake, appointed a committee to see what could be done about the floundering business. Heading the committee was Daniel J. Morrell who visited Johnstown and subsequently convinced his firm that Cambria Iron was worth continued investment. Another year passed, however, and the company was forced to suspend operations. Once again Morrell reorganized it, under the new name of Wood, Morrell and

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[16] Shappee, 47-8. Burkert, 257.

[17] Brown, 63. For an account of the early nineteenth-century iron industry in western Pennsylvania see Christine Davis and Laura Sparks' report on the industry in Blair and Huntingdon Counties prepared for the Historic American Engineering Record, Summer 1988.

[18] The Cambria Iron Company of Johnstown, Pennsylvania, New York, 1853.

Company in 1855. When this new organization had completely bought out the bonds held by Cambria Iron Company in 1862, they reverted to the Cambria name. With Morrell based in Johnstown for on-site supervision, steady financing from Philadelphia, and increasing demand for the Cambria product, the company prospered. By the mid-1870s it had become one of the largest iron and steel works in the nation.[19]

From its original one-acre site on the north bank of the Conemaugh River barely one-half mile from the center of town, the ironworks expanded rapidly. In 1878 the complex extended over sixty acres; the company owned a total of 48,403 acres in seven counties and had built sixty-eight miles of its own railroad and underground mine track. Orders for railroad-construction products dominated its sales list. The specialty was iron, and after 1871, steel rails, but Cambria men also made angles, billets, machine and track bolts, railroad car axles and wheels, and filled special orders for such things as steel blooms to make wire cable for the Brooklyn Bridge and for other large steel castings.[20]

As a means of diversifying the product line, Cambria Iron formed a partnership with a steel-products company in Jersey City, New Jersey, owned by the Gautier family. Gautier moved to Johnstown in 1878 as a subsidiary of Cambria Iron, located on the south bank of the Little Conemaugh at the edge of the downtown (fig. 2.2). In 1881 Josiah Gautier dissolved the partnership and Cambria completely took over his company as a department within the organization. The Gautier Division specialized in agricultural products--primarily barbed wire, as well as implement parts, springs, rake and harrow teeth, and plow shares.[21]

In 1898 amid concerns about the need for improvements and expansion of the company's holdings in Johnstown, some consideration was given to the possibility of moving the works to a site on the Great Lakes. Instead, Cambria Iron was reorganized as Cambria Steel Company, and over the next two decades $70 million was spent for improvements and additions. About three miles up the Little Conemaugh River from Gautier and downtown Johnstown, the Franklin Works were built between the boroughs of Franklin and East Conemaugh. In operation by 1901, these works superseded the old Lower Works as the heart of Cambria Steel. While the Lower Works had been the site of an early Bessemer steel plant, Franklin was equipped for steel production in open-hearth furnaces that had a much larger capacity and could be more carefully regulated to meet increasingly complex product specifications.[22]

Down the Conemaugh on the other side of the Lower Works, Cambria Steel built the Rod and Wire Division in 1910-11. The twenty-one-acre site across the river from Coopersdale was bordered by the river and Pennsylvania Railroad tracks on one side and by the community of Morrellville on the other. The Rod and Wire Division supplemented the kind of work done at Gautier: producing wire for makers of nails and fences, as well as for customers who would

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[19] Brown, 42-4, 49-53.

[20] Brown, 61, 96. Shappee, 90, 94. Burkert, 281-83.

[21] Shappee, 96. Brown, 58-9. Burkert, 283.

[22] Burkert, 295-97. Brown, 137-39.

Fig. 2.2 Intersection of Franklin and Locust Streets, northeast corner of Central Park, downtown Johnstown. This view down Franklin Street toward the Gautier Division of Cambria/Bethlehem Steel dramatically illustrates the juxtaposition of the steel works and the downtown.

transform it into everything from upholstery springs to window screens.[23]

Five years after the Rod and Wire Division opened, Cambria Steel was purchased by the Midvale Steel and Ordnance Company of Philadelphia. The transfer in stock ownership took place concurrent with the mergers and maneuvering that occurred during the World War I steel-industry boom. But by the 1920s the boom had collapsed: Midvale's earnings fell drastically and the company sold all its holdings except their original plant in Philadelphia to the Bethlehem Steel Corporation. The Saucon Iron Company, Bethlehem's parent company, was founded in Bethlehem, Pennsylvania, in 1857 and, like Cambria Iron, began rolling iron railroad rails a few years later. In 1904 Charles Schwab reorganized the Bethlehem Steel Company and began building a corporation to rival the largest steel conglomerates in the nation. Schwab, a native of Loretto in northern Cambria County, had quickly risen through the ranks of the Carnegie Steel Company to become president in 1894, and was the first president of U. S. Steel when that giant corporation was formed in 1901. During his tenure as head of Bethlehem, he pledged to make the Cambria Steel works "one of the greatest in the world." Through the 1920s approximately $35 million was spent on improvements to the Johnstown facilities.[24]

Twentieth-century changes in markets, technology, and transportation reduced Johnstown's advantage as an industrial center. Johnstown was not as advantageously located for markets and raw materials as Chicago, Gary, and Pittsburgh. Despite modernization efforts, the 1920s did not rekindle the aggressive expansion efforts of earlier years. The work force was reduced by 7 percent during this decade and the Depression hit the mills hard. Unemployment in Johnstown reached 30 percent in 1934. With World War II production rose again, however, and prosperity continued into the 1950s. In the 1960s the American steel industry had to face serious overseas competition for the first time in more than 100 years. Constant modernization was needed to keep pace and Bethlehem failed to continue upgrading the Johnstown plants. In the 1970s the added expense of meeting the Environmental Protection Agency's new pollution-control requirements rendered Johnstown a liability to Bethlehem. Plans were made to cut production in half. Renovations to the furnace complex that would have given the plant a reprieve were interrupted by the flood of 1977. The plant was severely damaged and Bethlehem management went back to its original plans to slash production. Furnaces and buildings were dismantled and the work force was further reduced.[25] Today the mills operate at a fraction of their former capacity, but Bethlehem Steel Corporation continues to be an important presence in Johnstown as the city struggles to cope with the consequences of its history as a community tied to a single industry.

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[23] Brown, 136-37. Burkert, 297.

[24] Brown, 116-20. Burkert, 307.

[25] Ewa Morawska, For Bread With Butter: Lifeworlds of East Central Europeans in Johnstown, Pennsylvania, 1890-1940 (New York, 1985), 157-59. Burkert, 307-12. John Strohmeyer, Crisis in Bethlehem: Big Steel's Struggle To Survive (Bethesda, Md.: Adler and Adler, 1986), 194-204.

Related Businesses and Industries

> *Connected with these works are stores and shops of different kinds. . . . These various establishments do an immense amount of business which is felt all through the town. To take away the rolling mill and its influences, Johnstown would be something like the play of Hamlet with the part of Hamlet left out.*[26]

From Cambria Iron's beginning, the company's influence reached far beyond mere job opportunities in its rolling mills. Satellite industries and businesses were set up almost immediately to insure that the company had total control over its environment. In an 1878 analysis of the company, Alexander L. Holley and Lenox Smith wrote about its manipulation of coal and iron-ore supplies, but their analysis would describe the company's many other interests--from cement works to employees--as well.

> The large body of coal and iron land owned by the company around its works in Cambria and adjoining counties--all carefully selected for specific purposes in the several processes in the production of iron and steel rails, etc.--enable it to control and regulate supplies, to produce with the utmost economy. . . . They also render the company independent of the fluctuations and vicissitudes of the general market. . . .[27]

In conjunction with firing the first of its new furnaces, Cambria Iron's Rolling Mill Mine opened in 1855. Located across the Conemaugh River from the rolling mill very near "the Point," the mine covered ten square miles -- in 1922 "the largest area in the nation worked by a single opening." (In 1902 it was the site of a catastrophe commensurate with its size when 112 miners were killed in a mine-gas explosion.) Even closer to the mill was the Blast Furnace Mine with an entrance in the rolling mill yard. Entrances to Cambria mines were also located in the Rosedale, Woodvale, Conemaugh, Franklin, and East Conemaugh sections of the city.[28]

As advertised in the company's promotional literature, iron-ore mines were just as conveniently located. George King first found ore deposits in the Laurel Run area in the 1840s. The vein was soon traced across Benshoff's Hill above Minersville, into the neighboring Prospect Hill above the Lower Works, and as far east as Woodvale.[29]

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[26] Chapman, 160.

[27] Alexander Holley and Lenox Smith, "American Iron and Steel Works: Works of the Cambria Iron Company," London Engineering XXV (June 21, 1878), 487, reproduced in Brown, Appendix 14, 252. Shappee, 98-9.

[28] Brown, 129-30. Shappee, 98-9. Holley and Smith, 485-86.

[29] Burkert, 258-59.

Ore and coal deposits were also located along the ridges forty to sixty miles east of Johnstown in Bedford, Blair, and Huntingdon counties, and the company opened several mines around this region. A subsidiary company, the Blair Iron and Coal Company, also operated blast furnaces nearer these sources. Local ores were used in the Johnstown blast furnaces until around the late 1870s when their composition was determined unsuitable for the new Bessemer process. Cambria then began purchasing mines in the Michigan iron-ore ranges. Another Cambria subsidiary, the Keystone Manganese and Iron Company, supplied ore from 8,000 company-owned acres in Arkansas. To adapt to new technological processes, the company also expanded its selection of coal types, purchasing land in the Connellsville coal fields east of Pittsburgh. In 1888 Cambria operated 600 coke ovens in the area.[30]

Brick, cement, and related clay products were other crucial ingredients in iron making. They were used for building materials, for molds, and for lining furnaces and ovens. American steel manufacturers were known for their hard-driving use of machinery, and furnaces or open hearths in continuous operation needed to be relined every few months. Charles S. Price, superintendent of the Cambria Iron Works from 1892 to 1909 and a resident of Westmont, characterized the prevailing philosophy: "The English idea with regard to blast furnaces is to run moderately and save the lining. What do we care about the lining? We think that a lining is good for so much iron and the sooner it makes it the better." Cambria Iron Company owned its own brickworks in Millville, Coopersdale, and in Woodvale, but there was enough demand to support an independently owned works located beyond Tenth Avenue in Cambria City. Known locally as "the cement mill," it was originally owned by the state and operated for construction and maintenance of the canal. In 1857 it was purchased by Andrew J. Haws, who had come to Johnstown to work as a "heater" in the ironworks. Haws, described as "one of the most enterprising business men in or about Johnstown," used his firsthand knowledge of the company's needs to make it his primary customer. Their alliance is evidenced by the fact that Cambria's company store also served as the company store for Haws' employees.[31]

Tanneries were one of the few major business types not directly related to the ironworks in Johnstown. William Rosensteel, noted as an abolitionist who recruited black families in Maryland to work for him, owned a tannery in Woodvale. After 1889 Rosensteel relocated his business along Laurel Run and the area became known as Tanneryville. McConaughy's Steam Tannery, built between Johnstown and Millville in 1861, was described as "by far the largest establishment of the kind" in the region. The owner, James P. McConaughy, was also involved in land speculation. In 1853 he laid out the borough of Cambria City and sold lots to employees at the new ironworks across the river.[32]

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30 Shappee, 97, 99. Burkert, 285. Brown, 57. Holley and Smith, 486. S. B. McCormick, A Sketch of Johnstown and Suburbs, and The Cambria Iron Works (Pittsburgh, 1867), 14.

31 The Romance of Steel (New York, 1907), 362. Shappee, 70, 95-8. Brown, 55, 57-8. Chapman, 172-73. McCormick, 3. See illustration and location of A.J. Haws and Son Firebrick and Cement Works in the Illustrated Historical Atlas of Cambria County, Pennsylvania (Philadelphia: Atlas Publishing Co., 1890). An indication of Haws' success is that the names of his son and daughters appear in the history of Westmont Borough.

32 "Abolitionist Recruited Blacks for Tannery," in "Heritage: A Black History of Johnstown," Johnstown Tribune-Democrat (February 12, 1980), p.3, special issue. Hope B. Johnson with B. T. duPont, "The Black Community," in Johnstown: The Story of a Unique Valley (Johnstown, 1985), 545, 577. Henry Wilson Storey, History of Cambria County, Pennsylvania (New York, 1907), 3:

A host of small mercantile businesses were supported by the growing population in the downtown and surrounding communities. The first bank was started in 1854 and issued checks illustrated with a rolling mill. Dry goods and general merchandise shops multiplied. By 1878 there were eighty-three retail stores in the city. Specialties trades of the 1870s included "cigar sellers," "oyster and ice cream saloons," confectioners, and a steam-heated greenhouse.[33]

Dominating the downtown retail scene was Cambria Iron's company store, Wood, Morrell, and Company (fig. 2.3). Under different names, it had been associated with the company since its founding. Symbolically situated between Johnstown proper and the works, it overlooked the center of town to the south, on the north the Pennsylvania Railroad and Prospect borough, to the east Johnstown and Conemaugh Borough, and on the west Millville, the works and Cambria City. "Hence, it will be observed," wrote one contemporary reporter, "that it is located in the very center of trade, and on the leading thoroughfare of Johnstown and suburbs." In 1867 the company built a grand three-story brick building on the site that included space for departments covering the spectrum of retail trade. There were groceries and hardware, clothing and shoes, carpet and furniture, books, and livestock feeds.[34]

Following the policy of the ironworks, the store was supplied in large part by Cambria Iron-owned manufactories. Shoes and boots came from its shoe factory, and cloth and flour and cereal products from woolen and flour mills in Woodvale. Meat for the grocery came from company farms via its slaughterhouse. Furniture may have been supplied by the company's furniture factory and planing mill at Mineral Point.[35]

Two company-owned businesses, both incorporated in 1864, supplied the works, the store, and sold directly to the public and to other businesses. The Johnstown Mechanical Works, originally founded during the canal era, was located in Conemaugh borough. Under Cambria's ownership it planned to operate "a foundry, a smithshop, machine shop, make railroad cars, manufacture pumps, plane flooring and weather-boarding, make cutting boxes and, in short, make everything that a business community desires to be done." In the late 1880s the machine shop was absorbed into the Gautier Division. The Johnstown Manufacturing Company in Woodvale encompassed the woolen and flour mills as well as a brickworks. The woolen mill was a four-story brick building surrounded by storerooms, a boiler and dye house, and a boarding house and single houses for the 150 or so "operatives."[36]

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227. Chapman, 169-70. Shappee, 122.

33 Shappee, 126-34.

34 Shappee, 95. Brown, 163-65. McCormick, 3.

35 Shappee, 95. Brown, 110.

36 Brown, 57-8. Chapman, 162-68.

2.3 Penn Traffic Building, 319 Washington St., downtown, Johnstown. The Penn Traffic Department Store originated in 1854 as Stiles, Allen and Company, the company store for Cambria Iron Company. In 1855 its name was changed to Wood, Morrell and Company to reflect the shift in financing of the Iron Company. The Penn Traffic name was assumed in 1891 with another partnership reorganization. The store has always been located here at the edge of the downtown and across the Little Conemaugh River from Millville. This building, the fourth on the site, was erected in 1908. The store was historically the largest in the city, but because of Johnstown's faltering economy in the 1970s, it did not reopen after the 1977 flood. (For more information, see Appendix A.)

When Cambria's Iowa Barbed Wire Mill in Woodvale was consolidated in the new Gautier Division, the Company leased the vacated mill to the Johnson Street Rail Company. This small company was formed in 1883 by partners Tom L. Johnson and Arthur J. Moxham with financing from the DuPont family. Specialists in making rails for street railways, the company moved to Johnstown because Cambria consented to try rolling their oddly shaped rails. When these first attempts were successful, their business took off. It outgrew the borrowed facilities in Woodvale, so the company purchased land just south of Johnstown where they built their own rolling mill and laid out a town to support it. Tom Johnson named the town "Moxham" after his partner. The new mill went into operation in 1888, rolling rails from steel blooms purchased from Cambria.[37]

As demand for this product continued to grow, the Johnson Company launched plans to become more independent by making its own steel. Cambria Iron Company saw this move as the transformation of a good customer into a potential competitor and moved to prevent it by blocking the company's access to the Pennsylvania Railroad. Through its control of the Johnstown City Council, Cambria vetoed the Johnson Company's request for additional tracks through the city. As an alternative to expanding their facilities in Johnstown, Johnson and Moxham decided to move their plant to a new site in Lorain, Ohio, on Lake Erie. The rolling mill machinery was moved in 1895, but rather than abandon the works in Moxham, the Johnson Company revamped it to handle their more specialized railway-switch department. In 1898 the company was reorganized as the Lorain Steel Company and three years later it was one of the many small companies consolidated into the giant United States Steel Corporation. The Moxham plant continued to operate under the Lorain name until 1953 when it officially became known as the Johnstown Works of U.S. Steel. In 1953 the plant had 2,800 employees; but by 1982, after more than a decade of decline, the employee roster was reduced to 350. The plant closed in 1983 but was reopened several months later under the new ownership of the Johnstown Corporation.[38]

Paternalism of Cambria Iron Company

The kind of clout that allowed the Cambria Iron Company to control the city council and influence the business decisions of rivals in the community was fostered by policies first enacted within the company itself. The company extended the self-sufficient model of the early iron furnace plantations into the twentieth century. It controlled not only the sources of raw materials and transportation, but it also had a great deal of influence in the day-to-day life of its employees and in the larger life of the community. Through benevolent services to employees--housing, church sponsorship, the company store, a library, and hospital--it attempted a degree of control over the worker's world beyond the mill walls, and by corporate involvement and that of its managerial elite in ruling cultural, economic, and political bodies, it directly and indirectly controlled public policy and services.

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[37] Brown, 134-35. Burkert, 286-87.

[38] Burkert, 290-91, 299-300, 309, 312.

The daily necessities of food and clothing were provided at the company store's main building and branches. Although the store was owned by the company, employees were not forced to shop there. When store scrip was not in circulation, the store manager could grant an employee credit after checking with his boss at the mill. Store scrip was sometimes issued in lieu of wages, however, and a report by the Philadelphia Record in 1891 claimed that "the pass-book and store-order constituted the only currency with which . . . employees were familiar." With company scrip they could purchase the services of doctors and clergymen as well as the "necessaries and luxuries" available at the counter.[39]

In 1887, after the Pennsylvania governor vetoed a bill granting $15,000 in matching state funds for a public hospital in Johnstown, Cambria built a hospital for its workers. It was noted as the first company in the country to do so. The hospital was centrally located on Prospect Hill between Gautier and the Lower Works, serviced by two ambulances that could transfer accident victims within twenty minutes. The Cambria Mutual Benefit Association, the company's employee insurance organization, ran the hospital. In 1912 member employees were charged 90 cents each month, for which they would receive treatment and a one-time "benefit" payment determined by a standard accident scale--$1,000 for accidental death, $500 for the loss of one hand or foot, $1,000 for loss of both hands or feet, $200 for loss of one eye, $1,000 for loss of both eyes. If the injured workman had a family, a weekly benefit was paid them to compensate for the loss of wages while he was in the hospital. The weekly payment went to the hospital if the employee had no dependents. For a fee of $6 to $7 a week, the hospital treated members of the community who were not company employees. In 1891 the Conemaugh Valley Memorial Hospital, a public facility, was opened in the Eighth Ward. Cambria's hospital closed in 1931.[40]

The Cambria Library, a company institution founded in 1870, was also eventually opened to the general public. Started by individual subscriptions matched by the company, it was originally housed in the downtown fire hall. By 1877 membership and interest had declined so much that the company leased the books and moved them to a room in the company office. Employees made enough use of them there to encourage establishment of a permanent library. The company purchased a lot at the corner of Washington and Walnut streets across from its store and office building, and the new library was dedicated in 1881. Within six years the facility, owner of almost 7,000 volumes, was deemed a success. Patrons who could afford it paid a $2 annual fee; others were permitted free access. The building and its collections were destroyed in the 1889 flood, but it was rebuilt on the same site in 1892, one of the earliest Carnegie libraries (fig. 3.11).[41]

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[39] Shappee, 95. John William Bennett, "Iron Workers in Woods Run and Johnstown: The Union Era, 1865-1895," (Ph.D. diss., University of Pittsburgh, 1977), 171-72. Brown, 163-65. Immigrants in Industries, Part 2: Iron and Steel Manufacturing I (Washington, D.C.: Government Printing Office, 1911), 385.

[40] Shappee, 178. Bennett, 171. Brown, 170-73. "Helping the Workingmen to Help Themselves, How Cambria Steel Company Aids in the Development and Maintenance of Institutions for the Benefit of Its Employees," Iron Trade Review (June 6, 1912), 1213-15. Burkert, 284. Information on Conemaugh Valley Memorial Hospital in "Johnstown, Pennsylvania, 1989 Calendar," month of October, and in Shappee, 569-70.

[41] Shappee, 152-53. Bennett, 161. Brown, 167-70. Paul L. Krause, "Patronage and Philanthropy in Industrial America: Andrew Carnegie and the Free Library in Braddock, Pa.," The Western Pennsylvania Historical Magazine 71 (April 1988), 127-45.

The new facility was maintained and supported by the Cambria Iron Company and much like other Carnegie libraries, it functioned as a hegemonic force in the community. It was presented as "a gift from the Cambria Iron Company to the people of Johnstown" with the implication that it was a free and disinterested donation for the good of the people. With this gift the company gained a public relations asset and the expectation of continued obligation from its workers and the larger community. When the decision to build the library was announced, the editor of the local newspaper praised it as an example of "the company's interest in the moral welfare of Johnstown." Other commentators on the industrial scene also praised Cambria Iron's "enlightened management," citing the "schools, libraries, and benefit societies established under the company's supervision." In telling juxtaposition, the article describes the Company's complete independence from unions. Like its neighbor, the company store, the library was situated between the Lower Works and the downtown. Using the two institutions as intermediaries, Cambria Iron presented the cosmopolitan world of commerce and culture to the people of Johnstown and, thus, influenced both material and cultural production in the city.[42]

Night-school classes sponsored by the company were closely associated with the library and represented another means of demonstrating civic-mindedness while expanding its influence. A night school for employees was established as early as 1857 and when construction of the library made additional space available, offerings were expanded. Classes tended to be related to business and company operations--mathematics, metallurgy, mechanics, and mechanical drawing. In 1881 the Library Association set up the Cambria Scientific Institute to oversee course offerings. The roster of instructors was drawn directly from company staff: John Fulton, head mining engineer and general manager for four years, taught geology, mining engineering and mineralogy; T. T. Morrell, a company chemist, taught metallurgy; James McMillen, manager of the company store, taught "the principles of business"; Cyrus Elder, company lawyer, taught social science and moral philosophy. In the 1920s reports on student performance were forwarded to D. M. Stackhouse, assistant general superintendent. The departments in which they worked were noted and their participation could affect future recommendations for hiring and promotions.[43]

Krause notes "that the first instance of Carnegie's legendary philanthropy in the United States coincided with a major instance of his legendary ruthlessness"--the donation of the library in Braddock and the lockout at Carnegie's Edgar Thompson Works in Braddock. Similarly, in Johnstown we should note the coincidence of the library donation and the collapse of the South Fork Hunting and Fishing Club's dam. Carnegie was a member of the Club which never acknowledged responsibility for the death and destruction caused in Johnstown by the collapse of the neglected, ill-repaired dam.

[42] Shappee, 78. Krause, 143. Despite efforts that led to confrontations in 1874, 1919, and 1937, Johnstown steel workers were not successfully unionized until 1941. Bruce Williams and Michael Yates, "Labor in Johnstown," in Johnstown: The Story of a Unique Valley, 589-638.

[43] Shappee, 141-42, 154. Bennett, 160-61. Brown, 168-69. "Helping the Workingmen to Help Themselves," 1218. In his autobiography, John Fulton recorded that James McMillen's management of the company store was "poor" but that he was kept on and "petted as a spy taking gossip" to the company's main office in Philadelphia. McMillen was finally removed from the position in July 1891. Fulton was general manager of the Cambria Iron Company at the time. Fulton, The Autobiography of John Fulton, A.M., E.M., Written During 1912 and 1914, Covering From His Birth in 1826 until 1914, (Johnstown, Pa.), V:170-71.

For the Eastern European immigrants who made up a swelling proportion of Cambria's work force after 1880, participation in these classes was virtually out of the question. Charles Rumford Walker, who spent summer 1919 as a participant-observer working in a steel mill near Pittsburgh, wrote that one of his immigrant coworkers found the energy and time to attend English classes, but the grind of the twelve-hour day forced him to give it up after a few weeks. The grueling ten- to twelve-hour shifts and seven-day work week made leisure time a rarity, and language barriers and educational and cultural backgrounds tended to rule out non-language classes. In addition to the more technical courses offered through the library and institute, the company sponsored night classes in English "that denounced the 'foreign ties' of the immigrants." The theme of Americanization stressed here, in the company's welfare and safety programs, in the local newspaper, and in classes led by the company-sponsored YMCA, reflected the anxiety over and attempts to contain these strangers who did not seem to immediately recognize established patterns of authority.[44]

Other cultural and recreational institutions supported by Cambria Iron included the YMCA, the Art Institute for Women, and the Johnstown Opera House (originally Union Hall). The Opera House was intended to provide a facility for presentation of public "lectures of a cultural nature" and the company staffed the program committee. Also open to more exclusive clientele associated with the mills were the Cambria Club House and hotel at the corner of Main and Walnut streets, and the Johnstown Country Club and the Westmont Tennis Club, both in Westmont. Each of these facilities was set up by the company and maintained by a combination of membership fees and company contributions.[45]

On a more mundane, structural level, the city became utterly dependent on the company for support. Independent civic improvements attempted by the town council were sporadic and "slipshod," in part because the Cambria Iron Company was so dominant that local government never had to develop its own resources. The first major company-town undertaking was to charter a water company in 1866, to increase and regulate the water supply to the mills and to "the boroughs of Johnstown, Conemaugh, Millville, Prospect, Cambria and the vicinity." Cambria Iron bought half the stock in the Johnstown Water Company and Daniel J. Morrell served as its president. David Peelor, a civil engineer for the company, was assigned to survey the area for the new system. Reservoirs were built on Wildcat and Laurel Runs west of town, and additional pipeline was laid from Shade Creek to the south in 1888. It was not until 1963 that the boroughs of Johnstown, Southmont, and Westmont formed a joint water authority and purchased the water company from Bethlehem Steel.[46]

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[44] Charles Rumford Walker, Steel: The Diary of a Furnace Worker (Boston: Atlantic Monthly Press, 1922), 124, 155. Morawska, 169.

[45] Shappee, 151, 154, 173. Bennett, 162. Brown, 167. Morawska, 87. Michael P. Weber and Ewa Morawska, "East Europeans in Steel Towns: A Comparative Analysis," (compares Pittsburgh and Johnstown) Journal of Urban History 11 (May 1985), 288-89. "Helping the Workingmen to Help Themselves," Iron Trade Review, 1218-19.

[46] Shappee, 114-15. Bennett, 157. Louis Levine et al., "The Potential for Human Resources and Economic Growth in a Declining Local Community: A Socio-Economic Study of the Johnstown, Pa. Economy," (Penn State Univ., Univ. Park, Pa., 1969), p. 152. This study was sponsored by the Pennsylvania Department of Labor and Industry, Bureau of Employment Security.

The Johnstown Street Railway Company, linking the western, southern, and eastern extensions of the city, was also tied to Cambria Iron. It was formed in 1882 and was headed by James McMillen, manager of the company store who also was an officer in the Johnstown Manufacturing Company and the water company. Tracks were opened in April 1883 that ran from Morrellville through Johnstown to Conemaugh and south to Moxham. In 1888 the horse-powered system carried 817,401 passengers.[47]

When Cambria Iron decided it needed an expanded, reliable supply of heating and lighting gas, the town once again received service as an appendage of the company. Natural gas had been discovered west of Greensburg, and Johnstown's Andrew J. Haws joined a group of wealthy Pittsburghers to form the Westmoreland and Cambria Natural Gas Company. The steel mills in both counties would be important customers, but service was also provided to Johnstown households; in return for an exclusive three-year contract, the company agreed to grant free gas to churches and public buildings. Electric lights were installed in the mills in 1881 but the town was left to secure its own service. Municipal buildings and downtown streets were lit by electricity five years later. Telephone service reached Johnstown early in 1889; Cambria Iron interests had been connected by telephone lines eleven years earlier. The first communication was between the company store and the woolen mill of Johnstown Manufacturing Company in Woodvale. Eventually homes of company officials were incorporated into the system.[48]

Telegraph lines had come into town in 1856 as part of the equipment necessary to the Pennsylvania Railroad, so the railroad was fundamentally crucial not only to the town's economy but also for communication with the outside world. Cambria Iron, in turn, was very important to the railroad; in 1879 the iron company transported freight valued at $1.5 million by rail (fig. 2.4). Both organizations were powerful forces in local business and politics. They shared controlling interests in at least one of Cambria Iron's satellite enterprises, the Johnstown Manufacturing Company. In 1891, when the Johnson Steel Company attempted to launch plans to extend rail lines from a branch of the Baltimore and Ohio Railroad through Johnstown to connect with the Pennsylvania line, Cambria Iron and the Pennsylvania Railroad acted in concert to prevent the construction of what would have threatened respective monopolies on steelmaking and rail transportation. Yet it had been at the urging of Cambria General Manager Daniel J. Morrell that the B&O built a spur in 1881 from Rockwood in Somerset County into the south end of Johnstown and connected with Cambria's own track into the mills. The iron company underwrote the construction in order to express its dissatisfaction with the Pennsylvania Railroad's failure to build additional freight access to the mills. Because the B&O was prevented from extending its track so that it could offer through service, it never became a significant challenge to the Pennsylvania line. The location and grandeur of the Pennsylvania Railroad's station demonstrated its position in the city--square within the confines of Cambria Iron Company's Millville, it was the site of exchange with the world beyond Cambria's grasp.[49]

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[47] Nancy Coleman, "History of Public Transportation," in Johnstown: The Story of a Unique Valley, 436-37. Shappee, 116.

[48] Shappee, 119-20.

[49] Shappee, 117-18, 120. Burkert, 291. Chapman, 167.

2.4 Pennsylvania Railroad Station, 47 Walnut St., Johnstown. Johnstown was an important freight and passenger stop on the main line of the Pennsylvania Railroad since 1851 when it was extended from Philadelphia to Pittsburgh. This, the second Johnstown station, was dedicated in 1916. (For more information, see Appendix A.)

Flood

Johnstown had gained some national recognition by the 1880s as an iron- and steel-making center but after May 31, 1889, it was catapulted to world attention as the victim of a catastrophic flood in which over 2,200 persons were killed. Two subsequent floods, in 1936 and 1977, also caused loss of life and millions of dollars in property damage that served to reinforce the city's notoriety in the national imagination as "that place where there was a flood." The 1889 disaster, by far the most spectacular and devastating, was the subject of extensive and sensational news coverage.

Unprecedented rain had swelled the rivers coming into Johnstown until, by noon on Friday, May 31, water was waist-deep in the downtown streets. Fourteen miles up the Stoney Creek, river run-off filled up the South Fork Dam basin and overflow was eating into the breast of the dam, built forty-nine years earlier as a reservoir for the Pennsylvania Main Line Canal. After the canal's demise the dam was neglected. It and surrounding farm and woodlands were finally purchased in 1879 by a group of wealthy Pittsburghers looking for a country retreat. They built a clubhouse and a number of lakeside "cottages" open only to members and guests of the South Fork Hunting and Fishing Club. The quality of the club's repairs to the dam was of major concern to Daniel J. Morrell, for Cambria Iron Company's investments in the valley totalled $50 million. When he heard that rain had damaged repairs for the second time, Morrell sent his second-in-command, John Fulton, a geologist and mining engineer, to inspect the work. Fulton reported that the repairs were shoddy and that no provision had been made for a drainage system to release sufficient overflow and control the water level. Morrell wrote to the club president, enclosing a copy of Fulton's report, and urged him to order a thorough renovation. The Cambria Iron Company, Morrell stated, "would contribute liberally toward making the dam absolutely safe." The offer was curtly rebuffed, Fulton's evaluation of conditions dismissed as incompetent assertions, and Morrell was assured that "you and your people are in no danger from our enterprise."[50]

The breast of the South Fork Dam disintegrated at 3:10 p.m. on the afternoon of May 31, thus releasing 20 million tons of water into the valley. Fifty-seven minutes later the wave of water crossed the borough line into Johnstown. On its way down the valley it levelled the village of Mineral Point and Cambria Iron's planing mill and furniture factory there. It snapped off trees, and carried along boulders and, when it reached the Pennsylvania Railroad yard in East Conemaugh, it added railroad engines and cars to the collection of debris. The village of Woodvale was the next victim. Everything but a portion of the woolen mill and a few houses along its edge was wiped away. Churches, two schools, Rosensteel's tannery, 255 houses, and the Johnstown Manufacturing Company were swept into the Gautier works where they mingled with endless rolls of barbed wire before being crashed into the heart of downtown Johnstown. All but a few downtown buildings were demolished on impact. Trees in Central Park were uprooted and debris piled up to twenty feet left in their place. A backlash washed across the town again when the wave hit the vertical side of Yoder hill and backed up behind the Pennsylvania Railroad's new stone bridge just past the Point. About twenty minutes later the

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[50] Shappee, 210-19. David G. McCullough, The Johnstown Flood (New York, 1968), 54, 72-75.

temporary dam broke and the water went on to demolish 148 houses in Cambria City before heading out of the valley through the Conemaugh Gap.[51]

In Johnstown standing water slowly subsided through the night. Survivors made their way across wreckage to join those lucky enough to have been caught in a building that withstood the wave. During the night they listened as fires began to burn and buildings around them collapsed under the prolonged pressure of water and debris. With the morning the shock of the sudden flood was compounded by the scene in the valley. Survivors who may have lost everything--family, home, possessions--gathered on the hillsides and stared out at the "sea of muck and rubble and filthy water. Nearly all of Johnstown had been destroyed. That it was even the same place was difficult to comprehend." They wandered through the wreckage searching for those who were trapped or injured, hoping to find friends and relatives alive.[52]

The flood wave had ripped out telegraph lines and obliterated ten miles of the Pennsylvania Railroad's track. None other than Robert Pitcairn, head of the Railroad between Altoona and Pittsburgh, was stranded at Sang Hollow Station about four miles west of Johnstown. He, the crew, and other passengers were horrified as they watched the Conemaugh rise and become filled with debris. Before dark they counted 119 people, dead and alive, float by, but were able to rescue only seven. When a railroad employee arrived on foot from Johnstown, he gave them an eyewitness account of the devastation there, and Pitcairn relayed a statement to Pittsburgh directed to the editors of the morning papers. He said that Johnstown had been "literally wiped out" and suggested that Pittsburghers launch a relief effort to aid the flood survivors. The news prompted a race to Johnstown. Reporters made the dash first and began sending out stories that made the front pages of virtually every newspaper in the country. The New York Times and New York World devoted their entire front pages to the Johnstown disaster for five consecutive days. Artists conjured up scenes of destruction and photographers took pictures that multiplied and spread the story in the form of postcards and stereoviews.[53]

Volunteers and relief trains were next into the valley. Trains came up the B&O line from Somerset and from Pittsburgh into Sang Hollow loaded with donations ranging from food and clothing to coffins and embalming fluid. It took two weeks to rebuild the track eastward toward Altoona. In the meantime, all normal schedules were suspended and the tracks from Pittsburgh were run at full capacity with cars loaded for Johnstown. Contributions were made by people along the tracks in the countryside and by cities--20,000 pounds of ham was sent from Cincinnati, sixteen carloads of flour from Minneapolis, a carload of nails from Wheeling. In addition to supplies, they carried a Pittsburgh fire company that was eventually able to extinguish the fire in the mass of debris at the stone bridge, a company of National Guard troops, and a crew of 300 men from Carnegie's Edgar Thompson Works led by Captain Bill Jones who had worked at Cambria Iron for sixteen years before moving to Pittsburgh. Fifty Red Cross doctors and nurses led by Clara Barton came from Washington, D.C. Many more

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[51] Brown, 110. Shappee, 41, 279.

[52] McCullough, 184.

[53] McCullough, 198, 174-80, 219.

volunteers, speculators, and sightseers made their way to Johnstown. Cash contributions used to fund relief and clean-up efforts totalled more than $3.7 million. Of that amount, $141,000 was sent from abroad in response to the story of tragedy that spread around the world.[54]

Published estimates of the number of casualties ranged from 1,500 to 10,000, but the figure was finally set at 2,209. Recovering and identifying the dead was the first task survivors faced. Temporary morgues were set up in standing buildings--in the Presbyterian Church on Main Street, in St. Columba's Catholic Church in Cambria City, at the Adams Street School, and in a saloon in Morrellville. As the digging out progressed through summer and fall, bodies continued to be uncovered. Workers were unable to identify more than 700 victims.[55]

In 1885 Cambria Iron Company officials formed the Citizens' Cemetery Association and purchased land from the company on Yoder Hill for a cemetery. It had opened for burials only a year before the flood, and in fall 1889, the unidentified victims were moved from temporary burials around the city to a memorial plot for the "unknown flood dead" in a prominent area of the new cemetery. On May 31, 1892, almost 10,000 people attended a memorial and dedication service at the cemetery, and in this "last public act of the tragedy of the Conemaugh," Johnstown citizens exerted solemn and ceremonial control. The Tribune editor urged them to use the occasion "to consider that the flood, with all its train of horrors, is behind us, and that we have hence forth to do with the future alone."[56]

The enormity and trauma of the disaster, the extent to which its account was published in newspapers and magazines, and the repetition of the story in other forms of popular culture ensured that Johnstown would never forget the flood. It became part of the city's identity, and its memory and mythic power were renewed and reinforced by subsequent floods in 1936 and 1977. The absolute chaos wreaked by the flood on residents' material environment caused them to imbue objects recovered intact from the wreckage and buildings that remained standing with special status and meaning, and these items also served to preserve flood memories. Like the people they were "flood survivors." They called up images of the destruction they had physically "experienced," yet they remained whole and functional.

Searching for such remnants of past lives became another occupation of survivors in the days immediately after the flood. The location where an object was found became part of its story, for it often represented the absurdity and surrealism of the total, disorienting displacement of the flood. One family found only a photograph album, some books and silverware scattered a mile from the former site of their house. A doctor who had just moved to town recovered only a single shaving mug. A lawn ornament from the yard of James Morley's Main Street mansion was salvaged and, in 1944, was donated to the city. Considered worthy of enough public import to be set up in the public square at Main and Market streets, it has since become the subject of flood folklore as the statue of a dog who rescued "a young

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54 McCullough, 240, 201, 203, 71-2, 232-33, 225-26.

55 McCullough, 192-96.

56 McCullough, 267-68. Shappee, 133, 599-602.

girl from the flood waters." Besides objects like this that were passed down through families as a locus for family oral history, another form of flood relic were the souvenirs bought by sightseers and even by local residents who wanted something purposefully sold to commemorate the disaster. At first these included bits and pieces collected from the debris, "broken china, piano keys, beer bottles, horseshoes, buttons, even . . . brick or wood shingles." Soon, however, items manufactured for sale included books, postcards, and plates.[57]

Of the "flood survivor" buildings, the Franklin Street Methodist Church (fig. 2.5) is one of the most revered, for it is credited with deflecting the full force of the flood wave from buildings on Main Street, thus saving the people who took shelter inside them. Probably the most famous of this group of Main Street buildings is Alma Hall, the four-story, brick Odd Fellows' hall where, by the morning of June 1, 246 people had found safety.

The Presbyterian Church down the street acquired flood associations because of its use as a morgue and it gained further notoriety because of the feud that arose between its pastor, Reverend David Beale, and his most prominent congregant, John Fulton, local head of Cambria Iron Company. Fulton opposed Beale's decision to pursue his "idea of writing a book on the flood and realizing much money," and Beale accused Fulton of being "provoked because Beale permitted the use of the church as a morgue." The sixteen-month quarrel included shouting and fist-shaking episodes during meetings and services in the church that were covered by Johnstown and Pittsburgh newspapers. The Blairsville Presbytery finally negotiated an end to the battle with Fulton apologizing and Beale resigning. By 1913 the congregation built a new church at the corner of Lincoln and Walnut streets, and the old building was converted into the Nemo movie theater. In 1988, interest in it has been revived not because it is one of the few surviving theaters once so important in downtown social life, but because of its role during and after the 1889 flood.[58]

The rapid and extensive new construction that took place in the months and years after 1889 also acquired a place in the rhetoric of Johnstown's flood history. It was interpreted as representing the "Johnstown spirit" of determination and vitality in the face of hardship. A 1969 study of the "Potential for Human Resources and Economic Growth" in Johnstown cited the Joseph Johns Junior High School at the corner of Main and Walnut streets as an example of one of these buildings symbolic of Johnstown's resurgence. The demolition of the school was apparently delayed because of public sympathy for what the building represented. In somewhat euphemistic language, the study criticized affection for such buildings as sentimentality for the past that inhibited progress toward the future--these symbols, it stated, "have adversely affected decision making and have further complicated problem solving in the

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[57] McCullough, 233-34, 224. "#11. Morley's Dog, Main and Market Streets," in 1889 Johnstown Walking Tour (Johnstown Flood National Memorial, National Park Service, 1983), 15. "Search on for 1889 Artifacts," Centennial Reports, Newsletter of the Johnstown Flood Centennial Project, 2 (March/April 1988): 1, 7-8.

[58] McCullough 170-71. Shappee, 577-80. Jeff McCready, "Last Show at Theatre?" Johnstown Tribune-Democrat (June 16, 1988), 1. Jean Crichton, "Music and Lights of Main Street," in Johnstown: The Story of a Unique Valley, 667-705. See Fulton's account of the Beale controversy in his Autobiography. In I:15 it is noted that the Main Street Presbyterian Church was sold in 1911 and that the congregation worshipped in the Majestic Theatre for about a year before their new church was opened.

2.5 Franklin Street Methodist Church, 131 Franklin St., corner Locust Street, downtown Johnstown. The Franklin Street Methodist Church faces Central Park. Dedicated in 1869, it was designed by George Fritz, then general superintendent of the Cambria Iron Company. The church stood firm against the flood wave that rolled down the valley of the Little Conemaugh and devastated the city on May 31, 1889. Because it parted the wave and lessened the water's impact, the building is credited with saving several buildings along Main Street and the lives of over 200 people who took shelter in them.

twentieth century."[59]

Post-Flood Development

> *This mammoth enterprise [the Cambria Ironworks] at once attracted to the town a large amount of business and a vast increase of population. . . . Besides the increased importance of Johnstown proper, offshoots from the town sprang up like the creations of Aladdin's lamp.*[60]
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> *. . .visitors to the valley were hopelessly confused by this maze of . . . boroughs and . . . villages . . . .*[61]

Any "decision making" or "problem solving" in the twentieth century must deal with some aspect of the flood's legacy, for it formed the dividing line in Johnstown history. Not only does much of the city's built environment date from the post-flood building boom, but the municipal government and the city itself were reformed as part of the flood-recovery process.

Consolidation of the many surrounding boroughs into one city had been considered since the 1850s, but except for the annexation of Kernville in 1851 as the Fifth Ward, the issue had never gotten past the discussion stage. The wholesale devastation of the flood, however, made the former political boundaries obsolete and consolidation seemed an expedient and progressive means to effect physical and psychological flood recovery.[62]

Consolidation was approved in a public election on November 6, 1889. The boroughs of Johnstown, Millville, Cambria City, Prospect, Woodvale, Grubbtown, and Conemaugh became the single city of Johnstown, population of 22,941. Portions of Stonycreek and Upper Yoder townships asked to be annexed after the election and were soon accepted. In February 1890, the city's first mayor, W. Horace Rose, and council were elected. Scandals promptly broke out over the salaries set for the officeholders.[63]

The delineation of the individual boroughs that formed the 1889 city and those that were subsequently annexed was first determined by topography and distance. Johnstown, the

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[59] Levine et al., 150.

[60] Chapman, 111.

[61] Shappee, 111.

[62] Shappee, 106, 548-52.

[63] Moxham was also annexed in 1889 and was followed by Walnut Grove, Roxbury, and Rosedale. In 1897, Morrellville and Coopersdale were added to the city while the boroughs of Franklin and East Conemaugh voted to remain separate. Ibid., 555-58. Levine et al., 150-51. Edwin T. Pawlowski, "History of City Planning in Johnstown," in Johnstown: The Story of a Unique Valley, 461. Carmen V. Scialabba, "An Analysis of the 1970 Consolidation Effort of Johnstown, Westmont, Southmont, and Upper Yoder," Master's thesis, Indiana University of Pennsylvania, 1981, 2.

oldest, occupied the central position in the fork at the confluence of the Stony Creek and Little Conemaugh. The distance a person could easily walk from home to work limited the community's spread. So, rather than one village expanding up and down the rivers, many self-contained but contiguous communities developed. Conemaugh, bordering the eastern edge of Johnstown, was the second to be incorporated in 1849. Millville, on the western edge, ran along the north bank of the Conemaugh. It was home of the Cambria Iron Company's original works, incorporated in 1858. Cambria City, across the Conemaugh from the works, was laid out in anticipation of emigrant ironworkers who would need to live near their work place; it was incorporated as a borough in 1861. Two years later the community on the hill above the mill to the northeast was incorporated as Prospect borough. It was noted as being "inhabited by miners and less provident millmen" and as "the bleakest of the communities in the valley." The prevailing winds blew mill smoke directly across it. Just beyond Cambria City along the north bank of the Conemaugh was the village of Coopersdale. Speculators systematically developed it in 1874, but it had its origin in the canal period as a small settlement around Perkin's lock. Across the river from Coopersdale was another speculative development, Morrellville, named for Cambria Iron General Manager Daniel J. Morrell, and intended to attract millworkers who wanted to "get out into the country." As Morrellville filled up, Oakhurst, on its western border, was established. To the east of Morrellville, along the slopes of Yoder Hill, is Brownstown; incorporated in 1908, it bordered the southern half of Cambria City that was demolished in the early 1960s.[64]

Up the valley of the Little Conemaugh northeast of Johnstown are the boroughs of Franklin and East Conemaugh that grew up around the Pennsylvania Railroad shops; both were incorporated in 1868. Connecting them to Conemaugh and Johnstown was Woodvale, incorporated in 1869 and named for Charles S. Woods, an officer of Cambria Iron, and the site of the company's Johnstown Manufacturing Company.[65]

Immediately south of Johnstown were the communities of Kernville, west of Stony Creek bordering the foot of Yoder hill, and Hornerstown, on the east side of Stony Creek. Kernville was incorporated into Johnstown in 1851 as its Fifth Ward, Hornerstown in 1881 as the Seventh. An oxbow in Stony Creek forms Hornerstown's southern border. Its southern neighbor is the Johnson Street Rail Company's Moxham. Across the river in the curve of the oxbow was Grubbtown, which became the Eighth Ward in 1889.[66]

The flood, of course, devastated the various borough governments. A detachment of state militia headed by General Daniel Hastings took their place until July and treated the area as a single, large jurisdiction. As the individual councils gradually reassembled they found

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[64] Shappee, 121-24. Quote identifying Perkin's lock in Johnson "Johnstown and the Pennsylvania Canal," in Johnstown: The Story of a Unique Valley, 235. Cambria City demolition mentioned in Pawlowski, "History of City Planning in Johnstown," Johnstown, 468.

[65] Shappee, 123.

[66] Shappee, 105, 110, 123-24. See Chapman, 112-17, for descriptions of Conemaugh, Prospect, Millville, Cambria City, East Conemaugh (Conemaugh Station), and Woodvale. McCormick, 9-11, also has informative descriptions of Conemaugh, East Conemaugh, Prospect, Cambria City, Perkinsville (Coopersdale), Johnstown, and Millville.

themselves faced with formidable rebuilding expenses and seriously depleted tax bases. Johnstown borough lost property tax revenue on 1,116 houses demolished by the flood. Because of the council's lack of funds and organization little headway was made toward rebuilding or reinstituting basic services. Citizens also complained about the re-formed police department's efforts to deal with the "lawless characters" drawn to Johnstown "by the expectation of plunder."[67]

The all-around confusion and ineffectiveness of the local governments gave impetus to the movement for consolidation set in motion by Arthur Moxham in June. This time support for the motion was gained easily. The Cambria Iron Company gave its sanction on July 24. The Flood Relief Commission appointed by the governor to oversee the recovery process dispensed aid to the Johnstown area without regard to the former boundaries. Public health authorities had been concerned about unsanitary conditions in the valley's boroughs even before the flood, and they feared that the pervasive filth residents lived with during the months of cleanup could only be dealt with by a consolidated, overarching authority. Citizens who were rebuilding on the same sites were concerned with preventing future catastrophes and decided that the "common engineering problem" of the flood-prone valley should be studied and regulated by "a single intelligent management." The business and political community translated the movement into an opportunity for civic boosterism. Johnstown's burgess described the public relations effect of consolidation: "We will not be . . . known as a town surrounded by villages and hamlets, but will be a busy, thriving, prosperous people, . . . residents of the city of Johnstown."[68]

The post-flood city did indeed become a thriving place. Not only was the city busy with replacement construction but new development picked up as speculators took advantage of residents' desire to move out of the floodplain into the surrounding hills. The irony of this expansion, however, was that new development took the form of even more contiguous, but self-contained, communities and while many did join the city, others have stubbornly maintained their civic independence.

Lots were sold on top of Frankstown Hill to form Daisytown, incorporated in 1893. Ferndale, in the bend of a second oxbow of Stony Creek south of Moxham, was incorporated in 1896. Heirs to the Benshoff family, owners of land in Minersville, sold building lots there for $100-$300. In Rosedale, along Hinckston Run north of Minersville, 100 lots were advertised at $100 with monthly payments of $5. In the already established suburbs land was divided into narrower lots. Moxham in particular became more densely populated at this time.[69]

The most ambitious post-flood development was undertaken by the Cambria Iron Company. It purchased land and converted company farmland on Yoder Hill into a plat for a full-scale borough that included space designated for a school, store, and resort hotel, as well as

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[67] Shappee, 536-49.

[68] Ibid., 550-53.

[69] Shappee, 584-86.

for residences. The plans were announced in July 1889, and lots were offered for sale in October, but sales were slow until a direct transportation route was opened from the development, called Westmont, down into Johnstown. The road to Westmont was steep and twisting, not easily walked or covered by horse and wagon even in good weather. The solution devised by the company was the Inclined Plane, a cable-car system with two counter-balanced cars running on tracks straight up the hill from the intersection of Vine and Union streets to Westmont's Edgehill Drive. The Incline was completed by June 1891, lot sales picked up, and Westmont was recognized as a borough in 1892.[70]

The Inclined Plane dramatically illustrated the need for easy transportation access among the Johnstown boroughs. The Johnstown Street Railway Company's tracks and cars were completely destroyed by the flood and the system was one of the last public services to be re-established. In September 1889 the company leased its rights to Tom Johnson who promised to rebuild and electrify the system. As co-proprietor of Johnson Street Rail in Moxham, Johnson was better prepared to undertake the reconstruction. The main lines were completed and reopened in April 1892. The restored streetcar system provided the physical link that made political consolidation workable and helped expand local communities so residents would identify with the larger political entity of the city of Johnstown.[71]

From the center of Johnstown passengers could ride as far west as Morrellville, east to Conemaugh, and south into Moxham. In 1896 a branch was extended to reach the amusement park, Luna Park, in Roxbury, and in 1902 another was opened from Moxham to Windber. In 1910 the company was reorganized and operated under new management as the Johnstown Traction Company. This new financing supported the construction of a branch to Southmont in 1911, and through Morrellville into Oakhurst in 1915. By 1918 the company reported operating 108 cars--including trailers and open and closed cars for different seasons--over 35.7 miles of track. In 1922 a subsidiary, the Traction Bus Company, was formed to offer bus service between the streetcar lines. Because of financial difficulties during the 1930s and damage to the tracks in the 1936 flood, the cheaper bus service was increased and substituted for streetcars. At the request of Westmont residents, in 1938 bus transportation from Johnstown to Westmont via the Inclined Plane was initiated. Tracks and cars continued to be updated until the company made the switch to all-bus service in June 1960.[72]

The continuing extension of the streetcar lines followed the extension and evolution of the city's neighborhoods, and even though the system was a mechanism of unification that encouraged the diffusion of inward-looking neighborhoods, the individual boroughs have retained their names and distinctiveness. They are a key to understanding the present city and its people and render the cityscape a primer of local history.

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[70] Shappee, 586-88. Richard A. Burkert and Eileen Mountjoy Cooper, Uphill All the Way: Johnstown and Its Inclined Plane (Johnstown, 1985), 3-11.

[71] Nancy Coleman, "History of Public Transportation," in Johnstown: The Story of a Unique Valley, 436-38. Shappee, 116, 563-64.

[72] Coleman, 437-47.

Housing the Working Class

> *Seventy years ago . . . we had a population that was perfectly assimilated. Everybody spoke the English language. We had no class distinctions. There were no rich men. There were no long rows of drinking saloons. . . . There was no smoke of mill or factory . . . .*
>
> *Johnstown itself is a dispiriting borough, shabby and dirty. Darkness and desolation are apt to spread where manufacture gets a foothold; but the factories themselves are grandly elemental enough to compensate. It is more in the streets and houses of the working people that the need for beauty is felt, to overcome the discord which the works bring into the picturesque highlands.*[73]

Westmont, with its comparatively rural setting and widely spaced homes for the spectrum of Cambria's management and even a few prosperous laboring men, was an attempt to regain the classless community James Swank remembered from his boyhood. But down in the valley, out of sight of that tree-ringed suburb, the Cambria Iron Company was expanding and it had become difficult to sustain the myth of a classless America. Although George Lathrop's description of conditions in the city carries the aesthetic tone and perspective of an elite observer, it makes clear that by the 1880s there were neighborhoods in the valley that the middle and upper classes looked upon with distress and did their best to ignore. Some were successful. In the diary he kept while serving as general manager of the ironworks, John Fulton once mentioned that his family's "hired girl" had left their employ and complained of "the uncertainty of hired help." This brief comment was the closest he ever came to acknowledging the existence of Johnstown's "other half."[74]

In other cases people did more than acknowledge immigrant and working-class communities; they cited them as blights and recommended their destruction. A 1917 plan for "civic adornment" and improvement sponsored by the city council and planning commission called attention to poor housing conditions. It included photographs of street scenes in two offending neighborhoods. The caption for a view of Rosedale residences read "What's in a name?" A shot of Bradley Alley in Cambria City was accompanied by more straightforward commentary: "Conditions Such as These Are the Greatest Enemies to Civilized Housing. How Many Boarders in Each 'Home'?"[75]

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[73] James M. Swank, "Recollections of Early Johnstown," in Cambria County Pioneers (Philadelphia, 1910), 43, 45. George Parsons Lathrop, "The Heart of the Alleghanies," Harper's New Monthly Magazine (August 1883) 67: 334-35.

[74] Fulton, Autobiography (1914), July 4, 1891, 170. Young women often supplemented the immigrant family's income by working as "maids, cooks, and servants in American homes," Weber and Morawska, 301.

[75] Pawlowski, "History of City Planning in Johnstown," in Johnstown: The Story of a Unique Valley, 462-65. Henry Hornbostel, George Wild, and Victor A. Rigaumont, The Comprehensive Plan of Johnstown (Johnstown, 1917), 120.

The Plan's authors wrote that a solution to Johnstown's housing problem was "the one dominating feature required for the continued expansion" of the city. They urged civic leaders and lawmakers to adapt and enforce a local housing ordinance. Not only did Johnstown need more homes, they wrote, it needed:

> homes built and located with a clear understanding of the relation of domicile to efficiency in labor, to good health, to contentment and to that feeling of pride which urge men to extra labors and to endure many temporary inconveniences for the beautifying of their home premises and the comfort of those they hold dear.

Clearly, the planners had in mind the employees of the Cambria Steel Company and the strategies of industrial management and psychology. In fact, the population growth they predicted for the city was largely attributed to the thousands of workers who would be guided to Johnstown "by the Cambria mills' pillars of smoke by day and pillars of fire by night." They quoted an appeal to city leaders from the head of the company for homes "to accommodate these men and their families."[76]

Since its founding, the iron company built homes that were rented to employees but it was never able to house the entire work force, nor did it require employees to occupy company housing. A publicity report of March 1853 claimed an annual 10 percent return in rental fees on an investment of $40,000 for the construction of 200 houses. In December 1853, company President Peter Schoenberger reported that tenements for forty more families had just been completed. They were built of brick from the company brickyard. Thomas Chapman observed in 1865 that the company had erected scores of "comfortable dwelling houses" for its employees.

> They do not present that squalid, crowded, uncomfortable appearance which is characteristic of the tenement houses that are usually huddled around similar works. These houses are large and well constructed . . . each family has its suite of apartments distinct and separate from its neighbors, or in many instances a house to itself, roomy and comfortable.[77]

Although no source specifies the location of these buildings, the earliest company housing was probably built in Millville, near the works if not actually "huddled" around them. An 1854 map shows rows of identical structures in plan -- presumably tenements -- in the southeastern end of the borough. Chapman wrote that "the greater part of this town [Millville] was built and is owned by the company. It is peopled almost exclusively by the employees of the rolling mill." Tax records for 1880 list fifty-six company-owned houses in Millville and show almost no millworkers in the borough owning their own homes. This concentration of buildings around the mill gave one contemporary historian of the 1889 flood the impression that "three-fourths of the [city's] people lived in small frame tenements on the flats by the river around the

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[76] Morawska notes Johnstown's housing shortage, see text and table 3.4, 89. Hornbostel et al., Plan, 119-27.

[77] The Cambria Iron Company of Johnstown, Pa. (1853), 20, 5. Chapman, 159.

works of the Cambria Company," but the company also built housing in other sections of the city including Prospect, Cambria City, Conemaugh, and Johnstown proper. In fact, Cambria Iron professed a policy of scattering its building projects and charging reasonable rents so that other rental agents were forced to offer competitive, affordable rates.[78]

Contrary to Chapman's view of the iron company's housing as "large and well constructed," "roomy and comfortable," in 1887 an investigator for the Pennsylvania Bureau of Industrial Statistics described its "shanties . . . built of rough unplaned boards, without clapboarding," containing four rooms, "all of them small with low ceilings" and set in surroundings "barren and bare." Perhaps the most infamous block of company housing was christened "Rotten Row" by the Johnstown Tribune in sarcastic reference to the nickname for London's elegant Route de Roi. The row of tenements was located "on the Ten Acre," apparently the area across the Conemaugh from the western end of Cambria City (fig. 2.1). In January 1882 the Tribune summarized building activity in the city during the previous year. Samuel McCamant's construction firm had built forty-eight units for the company on the Ten Acre. By June 1882 the paper reported that "there is something radically, criminally wrong in the management of household affairs among the Hungarians who are the principal if not the only inhabitants of the company's new houses on the Ten Acre." There had been frequent outbreaks of an unidentified disease among the residents. Often "the cases were so serious as to necessitate removal to the almshouse" in Ebensburg. Perhaps it was fear of disease as well as nativism that motivated fellow workers to harass "the objectionable foreigners." In 1887 the Tribune noted that "the Ten-Acre furnished many an item for the papers and was a source of almost constant revenue to the Squires--surety of the peace, assault and battery, and such-like complaints being made with monotonous frequency." "The frame shells, or long rows of apartments" were built specifically for the Hungarian immigrants and, the Tribune writer continued, "there they lived, everybody knows how, an occasional American family with Hungarian instincts slipping in with them" until, under "a spirit of discontent," they scattered, moving across Cambria City and Minersville. In 1887 Cambria Iron demolished the Ten Acre tenements, presumably because of their reputation as well as because of the reason given in the Tribune--the need for more space for the mill yard.[79]

The experience with the Ten Acre property may have been one reason the company scattered its housing around the boroughs rather than concentrating it in one or two sections. According to records collected by the Tribune, in 1881 the company commissioned the construction of 126 dwelling units in six different areas--a double house on Washington Street opposite the company store and six tenements on Main Street opposite the Point, two blocks of four tenements on Coal and Railroad streets in Conemaugh, twenty-six units in Prospect, twenty

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[78] T. Doran, "Plan of the Boroughs of Johnstown and Conemaugh" (1854). Chapman, 114. Bennett, 166. Willis Fletcher Johnson, History of the Johnstown Flood (Edgewood Publishing Company, 1889), 17. Shappee, 174. Report on Conditions of Employment in the Iron and Steel Industry in the United States, Vol III, Working Conditions and the Relations of Employers and Employees (Government Printing Office, Washington, D.C., 1913), 428.

[79] Joel B. McCamant, Bureau of Industrial Statistics, Annual Report, Part III, 14 (Harrisburg, 1887), 20, quoted in Shappee, 174-75. Shappee, 87-8. Articles in the Johnstown Tribune: "Building in Johnstown and Suburbs," January 3, 1882; "Rotten Row," June 6, 1882; "Frightened Away," July 10, 1882; "The 'Ten-Acre' Tenements No More," March 24, 1887. The Pennsylvania Railroad's "Ten Acre Bridge" at the same location is often referred to. A bridge crosses the Conemaugh at the site--near the Conemaugh and Blacklick Railroad building on Iron Street between Coopersdale and Minersville--today.

in East Conemaugh, sixteen in Minersville, and the forty-eight on the Ten Acre plot. Total cost of construction was $52,000. With this new construction the Tribune reported that the company owned a total of 460 tenement houses with an average monthly rental of $7.50 each, providing a yearly revenue of $42,000. The Tribune praised the company for lowering its rental fees by 10 percent during the 1873 Panic and refusing to raise them in contrast to private property owners who, the paper said, had since raised rents from 200 to 300 percent.[80]

Another publication sympathetic to the company, The Iron Trade Review, described its housing in 1912. At that time Cambria Iron rented to 434 "families," although the Review was quick to add, "the policy of the company house has never been fostered and every inducement is offered to the workingmen in its plants to become homeowners." The National Labor Tribune did not interpret this policy in such a favorable light. It explained that "knowing the love of home and the associations connected with it," the Johnstown managers cultivated this psychological and economic attachment to "chain" its labor force to the company. After encouraging workers and their families to sacrifice for years in order to purchase a home, their wages were kept "so near poverty that hundreds of them cannot get away." Housing, then, could function directly as a means of controlling the work force by literally containing it in company-owned space or by binding it to the company-dominated community.[81]

In Westmont, the pervasive company presence was at once subtle and blatant. It was obvious in the company's ownership of the land and many of the houses and in its planning and maintenance of the land, streets, and the Inclined Plane. Yet, perhaps more important, it was ironically subtle that this effort was intended to enable a retreat and distancing from the noise, smells, and sights created by the company in the mills and surrounding neighborhoods down in the valley.

As Johnstown's middle- and upper-class community was transferred to and consolidated in Westmont, recent immigrants and the laboring contingent of Cambria's mills and mines lived in noisy, densely populated neighborhoods like Cambria City and Minersville. Negotiating with the constraints of the city's socio-economic structure, with the immediate difficulties of surviving on wages below a standard subsistence level, they built their own self-contained, vital communities under the cloud of steel-mill smoke.[82]

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[80] Johnstown Tribune, "Building in Johnstown and Surroundings," January 3, 1882; "Quite a Difference," January 4, 1882. The first article contains an extensive list of area builders and a description of their commissions for 1881.

[81] "Helping the Workingmen to Help Themselves," The Iron Trade Review (June 6, 1912), 1215. Bennett, 168, quote from National Labor Tribune (July 18, 1874), in Bennett, 163.

[82] According to Weber and Morawska, 297, a steel laborer's wage of $11.00 per week was $3.00 "less than subsistence level for a standard family of four."

CHAPTER THREE

DOWNTOWN

We will not be . . . known as a town surrounded by villages and hamlets, but will be a busy, thriving, prosperous people, . . . residents of the city of Johnstown.[1]

The Plan for Commercial Johnstown

When Swiss settler Joseph Johns (Schantz) laid out Conemaugh Old Town, he had very definite ideas about the physical form it should take; he was also quite sure of the future it should pursue. In the charter dated November 3, 1800, he provided for Market Square (at Main and Market streets) "free and undisturbed use . . . henceforth forever," and established a square (today bounded by Main, Locust, and Franklin streets and Park Place) "containing lot Nos. 49, 50, 51 and 52 for a county courthouse and other public buildings."[2]

Johnstown's two squares are different from one another: the one on Main Street is composed of a whole city block, withdrawn from private sales and dedicated to public use, while the one at Main and Market streets is carved out of the corners of four adjacent blocks. In this latter design, similar to the "Diamond," found in Philadelphia and throughout Pennsylvania, streets intersect the sides of the square, creating opportunities for vistas, markets, and gatherings.

Johns had distinct intentions for the two squares: the one on Main Street was to be the site of public buildings, and the one on Market was to be undeveloped, but would be surrounded by the city market. As Johnstown outgrew Johns' original plan over the years, these squares remained part of the city's fabric, but their uses became muddled.

In its infancy the Main Street square was used for public meetings, circus performances, and as a playground.[3] In 1832 the city's first firehouse was erected on the site, and in 1839 the borough purchased a building to be used as a market house. A city jail was built on the square in 1846 and a second market house was added in 1849. In 1870 the borough council passed an ordinance to "protect the Public Square and prohibit trespassing thereon and to prevent geece [sic] from running at large."

When Johns mandated that lot Nos. 49, 50, 51, and 52 were to be used for a county courthouse and other public buildings, he was too optimistic: Johnstown did not become the

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1 Johnstown's burgess describing the effects of Johnstown's consolidation as a city in 1889, quoted in Nathan Daniel Shappee, "A History of Johnstown and the Great Flood of 1889: A Study of Disaster and Rehabilitation" (Ph.D. diss., University of Pittsburgh, 1940), 550-53.

2 John Meise, Schantz and Johnstown (Johnstown: The Schantz Memorial Committee, 1913).

3 Meise, n.p.

3.1 Map of downtown Johnstown, 1988. Collection: National Park Service.

county seat. The square continued to be the site of public buildings and events until 1872 when it was cleared. The city hired a landscape architect to design plantings and walkways to transform the square into a formal setting, which was renamed Central Park.

The four corners of Market Square, at the intersection of Main and Market streets, remained vacant until 1872 when a municipal building was erected on the northeast corner, following the demolition of public buildings on the new Central Park. The growing city needed to build its municipal building somewhere, and since the new building also served as the market, Market Square was a logical choice.

In 1880 newly elected Burgess Samuel J. Royer launched a campaign to prohibit cows from grazing in Central Park, but his proposal was voted down by the council. Progressive "anti-cow men" continued their efforts against the traditionalists, but it was not until 1889 that a cow ordinance had a chance of passing. In 1890 a Park Commission was appointed and the present park plan was laid out. Central Park continues to be the visual and metaphorical center of the downtown.[4]

Early Commercial, Cultural, and Social Character

The commercial growth of the new town was very slow. Between 1800 and 1807 only eight lots were sold.[5] In 1820, when there were only 200 persons residing in Johnstown, it appeared that Johns's dream of a thriving town at the junction of the Stony Creek and Conemaugh River was just a dream. Then came the Pennsylvania Canal. The canal was completed in 1830; and the Johnstown basin and the Allegheny Portage Railroad were completed the same year. With the new canal and railroad, Johnstown was finally open to the world beyond the valley.

Ten transportation company offices were opened in the 1830s. Hotels serving workers and tourists flourished; so did breweries and saloons. Tradesmen--tailors, cabinet makers, butchers--and professional men--lawyers, physicians, dentists--alike enjoyed Johnstown's new prosperity. Though the canal helped introduce prosperity and growth, it was soon outdated. Not to suffer from the waterway's demise, the coming of the Pennsylvania Railroad heralded the beginning of another new age for Johnstown, which became a stop on the main line between Philadelphia and Pittsburgh in 1851. One year later Cambria Iron Company was founded. Not overnight, but very quickly, Johnstown evolved from a relatively quiet community into a bustling steel town. The population quadrupled between 1850 and 1856, and commerce grew correspondingly.[6]

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[4] Edwin T. Pawlowski, "History of City Planning in Johnstown," in Johnstown: The Story of a Unique Valley (Johnstown, 1985), 459. Shappee, 104-05; quote, 109; 183-85. Meise, n.p.

[5] Shappee, 25-6.

[6] Richard Burkert, "Iron and Steelmaking in the Conemaugh Valley," in Johnstown: The Story of a Unique Valley, 267.

During the hectic decade of the 1850s the character of downtown commerce changed dramatically. It was during this time that the first Jewish clothing merchants arrived in Johnstown, mainly from the Hesse-Darmedt region of Germany.[7] Through the years these families established some of the biggest and best-known dry goods and department stores in the city, including Nathan's, Schwartz's, and Kline's. The first bank, Smith, Bell and Company, was founded in 1854; the Stiles, Allen and Company department store (later to become the Penn Traffic store [fig. 2.3]) was founded the same year; and by 1856 Johnstown boasted thirty grocery stores, fifteen dry goods stores, twelve butchers, and a hardware store.[8]

In spite of the nationwide economic plunge caused by the Civil War, the 1860s was another boom decade for Johnstown. By 1870 there were 245 mercantile establishments in the city, including "six cigar sellers and four oyster and ice cream saloons."[9] Luxuries had apparently become just as essential as bread and clothing to the Johnstown lifestyle.

Cultural activities were also increasingly important at this time. The Johnstown Literary Society was formed in 1850, the Drelsford Dramatic Association started in 1856, and the Brougham Theatrical Association was established four years later. Four auditoriums designed to host cultural events opened in the 1860s.[10]

The Cambria Library Association, sponsored by the Cambria Iron Company, began in 1870; in 1881 a library building at the corner of Washington and Walnut streets was dedicated. The library association organized the Cambria Scientific Institute to provide technical instruction for Cambria Iron workers and lectures for the association's middle-class members.[11]

Not all recreational pursuits in Johnstown were as high-minded as literary or theatrical associations. In fact, evidence suggests that the working men congregated in taverns rather than reading rooms after their shift was over, perhaps preferring the social atmosphere. Prior to 1889 there were 110 saloons in Johnstown boroughs, compared to twenty-six churches and twenty common and parochial schools. In Johnstown itself, thirty of the town's thirty-seven saloons were located in Wards 2 and 3, located opposite the Cambria plant and the Gautier mill.[12]

With its saloons, stores, and cultural associations, Johnstown was undeniably a full-fledged city by the time of the 1889 flood. Proud residents recognized the needs for many improvements, however. A writer in 1881 observed that:

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7 Ewa Morawska, "Johnstown's Ethnic Groups," in Johnstown: The Story of a Unique Valley, 490-91.

8 "Retail Field Here Grew With City," Johnstown Tribune-Democrat, April 18, 1953, 1.

9 Ibid.

10 Shappee, 149-52.

11 Ibid., 152-54.

12 Shappee, 159-61.

> The town itself is not yet noted for the architectural beauty of its private and public buildings, nor for ornamental squares, which indicate the enterprise and esthetic taste of a people, yet the few we have, in their incipiency, are at least, an earnest of what we may hope to attain to in this regard in the not very remote future.[13]

The potential for a beautiful city existed, the writer believed, but in the 1880s it was only that. The consensus among critics seemed to be that it was time for Johnstown to take itself in hand, and plan the future based on recent rapid growth. One visitor admonished:

> . . . Your town or towns have outgrown the struggling village: the aggregate population of your distinct, but adjacent boroughs is, by the last census over 21,000, and, whether, you desire it or not, this condition of things forces upon you the character and responsibility of a city.[14]

The Flood and the Immediate Reclamation of the Commercial District

The flood of May 31, 1889, completely destroyed most of the downtown district. Once the shock had passed, it was time for the municipality to resurrect its commerical life. On June 13, 1889, General Hastings, the governor's representative sent to oversee the reclamation, held a conference with the city's businessmen to determine their intentions. All agreed they wanted to reopen as soon as possible; and by June 17 -- less than three weeks after the deluge -- grocery stores, two barber shops, a jewelry store, a drugstore, a shoe store, and a newsstand were operating. Merchants in the immediate post-flood days sold their wares out of jerry-built shops on Bedford Street, as Main Street was still piled high with twenty feet of wreckage.[15]

Commerce during these grief-stricken days was haphazard, but at least one merchant managed to continue advertising:

> We Still Live to Shave
> COSY BARBER SHOP
> at No. 59 Adams Street
> Opposite the Fourth Ward Hotel
> Temporarily well fixed until better quarters can be secured.
> TWO CHAIRS running, and all the Luxuries. Come and see me.[16]

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13 Shappee, 183, quote from Johnstown Tribune, November 2, 1881.

14 Ibid., 189, quote from Johnstown Tribune, March 28, 1881.

15 Shappee, 519.

16 Ibid., 520.

At the June 13 meeting the merchants had asked Hastings to approach the Flood Relief Commission about erecting a business block on Central Park. The commission agreed, with the stipulation that merchants could operate out of the building for just eighteen months, until they had time enough to rebuild their own stores. Four long wooden buildings, measuring 20' x 40', were erected on the perimeter of the square. Three additional buildings were constructed on the corner of Main and Market streets, on Market Square. Business was re-established in these new facilities in early July.

Banks fared well in the dark days after the flood; in fact, relief money came into Johnstown at such a rate that a new institution -- Citizens' National Bank -- was opened on February 12, 1890. New construction after the flood also had an advantageous effect upon the building and loan companies in town; three new companies were formed between 1889 and 1891.

The zeal with which the merchants and bankers faced the calamity's aftermath buoyed the city's psychological health. Renewed businesses conveyed the message that, in spite of the unspeakable disaster, Johnstown would survive. The regenerative civic spirit was recorded by Johnstown Weekly Democrat editor Warren Worth Bailey as he reviewed the events of 1890 (fig. 3.2):

> It is doubtful whether any other city of the United States has greater reasons for self complacency and heartfelt gratitude in viewing the doings and events of the past year. Business has been sufficiently brisk and remunerative to satisfy all men of reasonable expectation. The general health of the community has been quite as good as that of any other place in the State or out of it. The improvements in the general appearance of our city are so manifest as to be the subject of remarks by all visitors. Our streets and sidewalks have been made the equal to those of most third class cities. Improvements, wonderful improvements are to be seen on all sides. Fine buildings, many of them far superior in size and architectural beauty to any ever before erected here, have been put up during the year, and many others are in the process of completion. The Adair Opera House, the Dibert block, the Hannan and Woolf massive structure, the Ruth block, the Company's mammoth store, and many beautiful residences have been completed, especially on Lincoln, Clinton, Market, Morris and Main Streets. Other fine structures such as the Library building and Merchant's Hotel are well under way.[17]

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[17] Bailey, Johnstown Weekly Democrat, 2 January 1891, quoted in Shappee, 529-30.

Johnstown Tribune-Democrat Building, 425 Locust St., corner Park Place, downtown Johnstown. hnstown's first newspaper, the Cambria Tribune, founded in 1853 by James M. Swank, became the nstown Tribune in 1864. Traditionally a Republican paper, the Tribune was rivalled by the labor-oriented nstown Democrat, founded in 1863. The Tribune Publishing Company bought the Democrat in 1934 and ntinued to publish both papers until 1952 when the papers were merged. This building, constructed for the ibune in 1919, still houses the Tribune-Democrat. An Art Deco-style addition was built against the east ght) facade in 1940. The steelworker reading the paper by the front door is a statue.

Disasters beget the possibility of rebirth: cities rarely get the opportunity to start anew, shed the old and, phoenix-like, begin again. Like Chicago after the 1871 fire and San Francisco after the 1906 earthquake, the Johnstown flood offered such an opportunity, and much of the historic downtown fabric reflects the hope of a city reborn (fig. 3.3).

The Commercial Character of Downtown Johnstown

By the turn of the century, eleven years after the flood, Johnstown was well on its way to becoming a mid-sized city. The population of Johnstown and adjacent boroughs was 43,804 in 1900, and 70,295 by 1910--a 60 percent increase in ten years. The downtown commercial district, roughly the area bounded by Washington and Vine streets on the north and south, and Walnut and Clinton Streets on the west and east, was growing quickly. The 1901 city directory lists five large business/office buildings; by 1918 there were fifteen.

The variety and volume of businesses were on the rise. In 1901 there were thirty-eight attorneys, six banks, twelve blacksmiths, eleven department stores, thirteen restaurants, and fifty-four physicians in Johnstown. By 1918 there were no blacksmiths, but there were twenty-three automobile dealers and eighteen garages. There were fifty attorneys, eleven department stores, ninety-six physicians, and the number of banks had doubled. Plus, there were thirty-three restaurants--almost a 200 percent increase since 1901--two of which advertised that they served Chinese food. Other interesting statistics from the 1918 directory include the listings for nineteen boarding houses (thirteen run by women), seven bowling alleys, twenty-seven contractors, a dancing academy, nine midwives (eight of whom had Eastern European surnames), twenty-three pool halls, two sanitariums, a skating rink, and thirteen theaters.

While Johnstown's growth during the expansive decades immediately after the flood was remarkable, the city's commercial character must be viewed in a wider context. It did not take shape in a vacuum--since Johnstown was dependent upon the steel industry, which in turn was dependent upon the greater tides of industrial America, development here naturally reflected larger trends. In fact, in many ways Johnstown can be interpreted as a microcosm of what was happening in larger cities throughout the country; trends occurred here later than they did in larger cities, but they did occur. By the late nineteenth century:

> businesses were intentionally clustered in more or less central districts. This core was not only instrumental in giving a town its identity, but also provided a focus for its activities. Main Street became to America what the piazza was to Italy.[18]

In Johnstown, "Main Street" was quite literally Main Street, and the piazza image was enhanced by Central Park, which became an urban gathering place and focal point. Commercial buildings clustered around the park; the configuration and ornament of their facades advertised their commerical function. Histories of extant buildings in Johnstown's

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[18] Richard Longstreth, The Buildings of Main Street: A Guide to American Commercial Architecture (Washington, D.C.: The Preservation Press, 1987), 13.

3.3 St. John Gaulbert Roman Catholic Church, 117 Clinton St., corner Locust St., downtown Johnstown. Designed by the Beezer Brothers of Altoona shortly after the 1889 flood, the church is supported by a steel frame. Its taller bell tower is a replica of the Campanile Piazza in Venice. St. John's, the first Catholic parish in Johnstown and the parent to many Catholic churches around the city, is now a co-cathedral.

central business district enhance the understanding of the city's commercial development. Except for the largest examples, almost all downtown commercial buildings erected before 1925 had ground-floor storefronts with offices or apartments upstairs.

Of the larger downtown buildings, Nathan's Department Store at 430 Main St. is indicative of the optimistic commercial climate right after the turn of the century. Family-owned and operated, Nathan's had been doing business in the city since the late 1880s. By the turn of the century, though, the family decided they needed to update their image--and what better way to do that than to build a bigger, more modern store? The family commissioned Pittsburgh architect Charles Bickel to design it. The four-story building was built between 1905 and 1908, and sits solidly across Main Street from Central Park, a cream-colored terra cotta dowager of commerce.[19] Today it is occupied by stores and offices.

Another department store, Glosser Brothers, anchors the opposite side of the park. Louis and Nathan Glosser opened a tailoring shop at 118 Franklin St. in 1904. In 1906 they bought out Jacob Fisher, who owned a menswear concern in the Franklin Building, on the corner of Franklin and Locust streets. The sturdy, four-story red-brick Italianate structure had been built in 1905, as combination office/retail space. It was on the site of the Johnstown Opera House, an auditorium and office building, which burned in 1903. In 1909 Glosser Brothers moved into an adjacent room in the Franklin Building, and twelve years later they occupied the entire first floor. The location was a favorable one, as in 1926 the company bought the building, from which it continues to operate (figs. 3.4 and 3.5).

The large, four-story David Dibert Building, built in 1889, is at the corner of Franklin and Main streets (fig. 3.6). The Diberts had been a leading Johnstown mercantile family since the canal era; over the years various members owned dry-goods and hardware stores and founded banks. When the building was complete, David Dibert was listed in the city directory as a retired merchant, and John Dibert, his brother, owned the John Dibert & Co. Bank in the building. John died in the flood, but the building survived, and Scott Dibert operated a shoe store there for another twenty years. Originally it was one of the city's largest office buildings. Today a drugstore is on the ground floor and offices for a loan company and a dentist occupy the second floor; the other floors are vacant.

Fraternal organizations have always been popular in Johnstown. By 1925 there were three lodge halls facing Central Park. Built in 1884, Alma Hall, 442-444 Main St., is the elder of the group. The G.A.R. Hall, at the corner of Locust Street and Park Place, was built shortly after the flood, in 1893, and the Masonic Lodge, 434-436 Main St., was built in 1925. In addition to meeting halls, the three buildings have provided office space to beauty colleges, dentists, and attorneys over the years.

Impressive as the large commercial buildings are, narrow and decorative two- or three-story buildings make up the majority of the Main Street streetscape. On Main Street alone there are at least two dozen extant buildings erected after 1889 and before 1930 that are composed of a

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[19] Benjamin Policicchio, "The Architecture of Johnstown," in Johnstown: The Story of a Unique Valley, 389-90.

3.4 Glosser Brothers Department Store, 435-449 Franklin St., downtown Johnstown. Glosser Brothers Department Store and the chain of Gee Bee Department Stores originated with a tailoring shop opened by Louis and Nathan Glosser at 118 Franklin St. in 1904. In 1906 the brothers began manufacturing and selling menswear from a shop in this building constructed in 1905; their business prospered, and in 1926 they purchased the building. The store closed in May 1989.

3.5 Glosser Brothers Department Store Annex, 435-449 Franklin St., downtown Johnstown. Glosser Brothers built this Art Deco-style addition to their store in 1931.

3.6 David Dibert Building, 500 Main St., corner Franklin St., downtown Johnstown. This Italianate commercial building was constructed in 1889 for David Dibert, whose family had been merchants in Johnstown since the canal era. The J. T. Kelly Building next door at 502 Main St. dates to 1913 when a cafe and bar was located on the first floor.

ground-floor storefront with upstairs space to accommodate between three and eight business or residential tenants.

No. 417 Main St. is a three-story Victorian commercial building, ca. 1901-1903. Its first tenant was then-mayor and undertaker John Pendry, who lived and worked there. Since that time different commercial interests have occupied the ground floor and the offices above. In 1949 the building was a hotel. Today it houses a clinic.

The narrow, three-story brick building at 421 Main St. was built after 1913 and before 1929. The first occupant, according to the city directory, was the Widener Company Ladies Ready-to-Wear; over the years Turkish baths and lodge rooms have been operated in the building, which currently houses YMCA offices.

Joseph T. Kelly built the J. T. Kelly Building at 502 Main St. in 1913. He operated Kelly's Cafe and Bar on the first floor of the three-story Richardsonian Romanesque structure, and rented out the top floors to various businesses. The Main Street Bakery now occupies the ground floor, and Planned Parenthood of Cambria County is upstairs.

The two-story Pennsylvania Trust Building, 504 Main St., was built by 1929. The trust company occupied the first floor, and a physician's offices were upstairs. Cover Studio Photography moved into the upstairs office by 1949 and remains there today; Walnut Medical Services is on the first floor.

No. 515 Main St. is undergoing a complete remodeling. Built prior to 1913, in 1929 tenants included a billiard parlor, a photographer, and a shoe-shine stand. The billiard parlor was still listed in the 1949 city directory.

The commercial character of Johnstown in its 1920s heyday is encapsulated in the descriptions of these buildings and their inhabitants. The 1929 city directory proudly notes that the city had 10,020 retail establishments and, with a metropolitan population of 94,223, Johnstown was the rapidly growing commercial center of the area. Almost every item and service imaginable could be found within sight of Central Park.

The Entertainment Character

And so could almost any type of entertainment. From 1900 to 1930, downtown Johnstown was definitely the place to go on a Saturday night. Before the 1936 flood, there were eleven theaters in the central business district; nine were on Main Street. The Globe, Grand, Nemo, Park View, Park, State, and Strand theaters offered movies; the Cambria featured Broadway shows, and the Majestic staged vaudeville acts.

The Majestic drew well-known acts during these days, including Harry Houdini, Al Jolson, Eddie Cantor and, for the racier set, stripteaser Sally Rand. Saturday night trips to the Majestic were family rituals, as a longtime Johnstown resident reflected:

> We had a family custom that we went to the one and only vaudeville theater which was the Majestic. I think we often sat in one of those boxes.[20]

The first downtown movie houses were built as nickelodeons at the turn of the century. These theaters, the Stadium at 521 Main St., and the Bijou on Clinton, didn't have movie screens; instead, films were projected onto white walls. The nickelodeons were still operating as late as the mid 1920s.

Most of the Main Street theaters were operated by the Panagotacos family. The Panagotacos bought the Presbyterian Church at 416 Main St. in 1912, when the congregation moved to a new building at the corner of Lincoln and Walnut streets. Rather than demolish the church (which had some sentimental value, albeit of a grisly nature, since it had served as a morgue following the 1889 flood), the family built a new facade and marquee over the existing building. The Presbyterian Church thus became the Nemo Theater. This was the longest lived of the Main Street theaters--as the Embassy Theater, it showed movies until summer 1988.[21]

The Panagotacos also owned the Park Theater on the corner on Main Street and Park Place, and the Park View at 434-436 Main St. A Panagotacos grandson recalls his family's adventures in the theater business:

> Business was good at that time, and my uncle wanted to increase the seating capacity [at the Nemo], so he put a balcony in. I don't remember how much he spent, but when the lease expired, he wanted credit for the balcony, and the owner wouldn't do it. So my uncle spited him and went and bought the property down at the State from the Cook estate and just let the lease expire at the Nemo. It was closed for a while, but somebody else took it over. . . .The movie business was a big thing at one time. That's the only entertainment people had.[22]

The State Theater, now part of the Lee Hospital auditorium, was by far the most lavish of the Panagotacos theaters, deserving of the description "movie palace." It cost $700,000 to build in 1926, and featured a crystal chandelier, a $35,000 Wurlitzer organ, and three kinds of marble in the lobby. The State was famous for its extravaganzas; opening night, July 4, 1926, was particularly memorable:

> I was there opening night on that Fourth of July. One thing I remember, a couple danced and the girl had on a circular skirt

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20 Jean Crichton, "Music and Lights of Main Street," in Johnstown: The Story of a Unique Valley, 674.

21 A year later, the theater additions were removed and the facade of the church was exposed.

22 Ibid., 683.

> that was very wide, and the top of it was striped. In under though, when she turned, it was blue with stars. I'll never forget that.[23]

For more active entertainment, the Auditorium ballroom on the corner of Main and Jackson streets featured the swinging sounds of the Big Band era. The Dorsey Brothers and Ozzie Nelson were among the big names guaranteed to draw a crowd at the Auditorium which also hosted the annual balls that attracted the smart set of Johnstown who would don their finery and do the two-step.

After a night at the movies or on the dance floor, Main Street restaurants were packed with hungry revelers. The Elite Candy Store, at 510 Main, was a popular gathering place, as was Kredel's Drugstore, next to the Nemo Theater, at 406 Main. For big spenders, the dining rooms at the Fort Stanwix (on Main between Walnut and Market streets), Capital (on the corner of Walnut and Main streets), and Merchants (537 Main St.) hotels served some of the finest food in the city.

The bright lights of downtown Johnstown have been dark for many decades now; the flood of 1936 destroyed many of the buildings, and in those Depression days there was no money or inclination to rebuild them. The buildings that managed to survive the flood housed businesses that were not sturdy enough to survive Johnstown's faltering economy, so today there are few remnants of the sensational Saturday nights on Main Street.

Not all Johnstown residents out for a good time made it to Main Street. Like the citizens of Westmont, the millhands and laborers had their favorite haunts--the bars and hotels on the corner of Clinton and Washington streets were opposite the Gautier works. As far back as 1880 the corner was highly valued as a location for saloons.[24] One hundred years later, there are still bars on the corner (fig. 3.7).

One of the liveliest accounts of the goings-on at the corner concerned an English wire drawer employed at the Gautier works. One night, "under a full load" from a stop at the corner saloon, James Reilly entered the Gautier gates and:

> proceeded straight to where the workmen were the thickest, and began shooting off his mouth like a double-barrelled breech-loader, declaring that no ten men in the establishment had muscle to put him out. The challenge was not accepted, and no attempt was made to eject him. He went where he pleased, and finally mounted a ladder and climbed on to the roof of the building to enjoy the prospect. He was on his way to the ground again when the three officers caught sight of him, and just as he reached the bottom round of the ladder they pounced on him and took him

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[23] Ibid., 685.

[24] Shappee, 159-60, cites the Johnstown Tribune, February 12, 1880.

3.7 100 Block Clinton Street, at the corner of Washington Street, downtown Johnstown. The four buildings on the right of this photograph were part of the 1890s rebuilding boom in the downtown and are excellent examples of late Victorian commercial architecture. The Gautier Division of Cambria/ Bethlehem Steel was opened across Washington Street from the block in the 1880s and this proximity has made the corner a prime location for workingmen's saloons. The four-story Clinton Hotel on the corner with its elaborate cornice and the three-story, Mansard-roofed building next door have always housed bars on their ground floors. No. 106 Clinton St. was built by Samuel Lenhart, a merchant and sheriff, in 1890 as a location for his saddlery shop. The fourth building, 108 Clinton St., was built in 1895 by Louis Wehn for his shoe store. The builders included reliefs of shoes and a boot above the central, third-floor window as well as bas reliefs depicting the flood in the panels between the second and third floors. In addition to the interest these buildings hold for their architectural details and commercial uses, they are important for their long history as residential space for laborers, clerks, seamstresses, pensioners, and other members of Johnstown's working and lower classes.

> prisoner. He tried to get away, but finding that he was fast, he suddenly lost the use of his legs, and it was necessary to get a wagon to haul him to the Justice's office. The hearing occupied only a few minutes and resulted in his being bound over for trial at the June term of court. He was then carried out of the office and dumped into the wagon, and while two of his captors held him, the third drove down to the Johnstown lock-up, where he was soon located in a cell.[25]

The saloons where James Reilly and his cronies spent at least some of their leisure time were destroyed in the flood, but the new buildings at the corner, 100 and 102-04 Clinton St., have always had saloons on the ground floor. No. 100 Clinton was built in 1890, and has historically served as a hotel or apartments. Built by 1895, 102-04 Clinton St. was, and continues to be, a combination restaurant/bar with apartments upstairs. Each of the buildings was given a facelift sometime in the 1930s, resulting in Victorian buildings with moderne ground floors featuring glass block, metal and neon embellishments.

The Residential Character

The buildings on the corner of Clinton and Washington streets are significant in Johnstown's history for reasons beyond their dubious reputation. They have been part of Johnstown's housing stock for almost 100 years, and shed some light on the question of who lived where when, a question whose answer is not as readily apparent as it may seem.

Prior to the 1889 flood, well-to-do citizens lived in the mansions that flanked Main Street and Central Park. The waters destroyed most of these homes, but the ones that survived were quickly rehabilitated:

> The spirit of recovery took a firm hold on Johnstown citizens today. Everywhere owners of property seemed to have regained their senses after this terrible disaster and were hard at work cleaning out their cellars, drying carpets and bedding and inaugurating a general renovation. The women labored bravely, and with water and brush began to see their floors for the first time in twelve days. The mud is caked all over the walls and furniture and most of the carpet is utterly useless but it will have to be used until something better can be secured.[26]

Many of the lost dwellings were rebuilt on the same lots, but within several years many of the downtown residents had moved to the new suburb of Westmont, the "New Town on Yoder

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[25] Shappee, 164, quote from the Johnstown Tribune, April 3, 1879.

[26] Shappee, quote from Philadelphia Press, June 12, 1889.

Hill" subdivided by the Cambria Iron Company.[27] The flight to the suburbs, coupled with the increased commercialization of the valuable downtown land, caused a change in Johnstown housing patterns. By the early 1910s apartment buildings were being erected downtown. Residential hotels and boarding houses for laborers had always existed there (eleven residential hotels appear in the 1884 city directory), but these apartment buildings were different--they were designed for middle- and upper-middle-class tenants.

The Mayer Building at 414 Locust St. was built as an income property in 1914 by physician L. H. Mayer (fig. 3.8). When constructed, the Mayer Building was by far the largest and most elegant apartment building in Johnstown, with high Victorian ceilings, built-in fireplaces, and heavy, dark woodwork. City directories and tax records from the 1920s reveal that, for the most part, occupants of the building were well-heeled families headed by doctors, attorneys, and aldermen. By the 1930s, when the suburban areas were more developed and housed many more people, the Mayer Building attracted less-affluent residents, but the tenants were still solidly middle class: teachers, nurses, department-store buyers, and physicians' and lawyers' widows.

Downtown housing stock for the middle class did change from large houses to apartment buildings when suburban development took place, but it did not disappear altogether. There was always a small residential stronghold in the central city as evidenced by the 75-year-old Mayer Building.

The apartments and residential hotels on Clinton Street tell a different story (fig. 3.7). Twenty years older than the Mayer Building and far from luxurious, they were built at a time when the majority of middle- and upper-middle-class persons lived in single-family homes. Also, by virtue of their location next to the Gautier gates, they have traditionally housed a different class of tenant than did the luxury buildings. In 1905 a saloon keeper, general superintendent, and a bartender lived at 100 Clinton; a saloon keeper and a laborer lived next door. In 1921 No. 102 Clinton housed a hotel keeper, a laborer, a superintendent and their wives; three laborers lived at 100 Clinton. The same type of tenant--and in some cases the very same tenants--occupied the buildings over the next twenty years. In 1959 every person who lived in 100 Clinton St. was a pensioner. Only several blocks away from the Mayer Building, the Clinton Street properties have served an entirely different class throughout their 100-year lifetimes.

The Governmental Character

In addition to serving citizen's commercial, social, and residential needs, Johnstown was also a government center. It never became the influential county seat Joseph Johns envisioned in 1800; but by the turn of the century, when the city needed a new municipal building and a post office, the resulting buildings demonstrated the importance attached to contemporary governmental buildings.

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[27] Shappee, 583, 586.

3.8 Mayer Building, 414 Locust St., downtown Johnstown. This eight-story apartment building was constructed in 1913-14 for physician L. H. Mayer, one of the earliest multi-family buildings planned for the middle and upper-middle classes. (For more information, see Appendix A.)

When the combination market house and municipal building at the northeast corner of Market Square was destroyed by the 1889 flood, the city fathers decided the new City Hall needed to symbolize what they believed was the modern, progressive nature of Johnstown. To that end, Charles Robinson of Altoona (with project architect Walter Myton, who later established a prolific architectural practice in Johnstown) designed a Richardsonian Romanesque structure, at the time the American style of choice for monumental civic buildings. The cornerstone was laid on October 5, 1900, and the building was occupied almost exactly two years later. It has been used continually since then (fig. 3.9).

The Post Office at the corner of Market and Locust streets was the first building in Johnstown designed specifically to serve as such (fig. 3.10). A grand example of the Greek Revival Civic style, the design of the post office represents the optimism felt about Johnstown in the first decades of the twentieth century.

Designed by James Knox Taylor, supervising architect of the U.S. Treasury, between 1897 and 1912, the post office served Johnstown for twenty-four years. On May 28, 1935, Postmaster Frank J. Studeny wrote to the Honorable Joseph Gray of the House of Representatives, complaining that the lobby of the post office was too small, the roof leaked, and the building was not set up to handle parcel post effectively. Gray, in turn, approached the postmaster general, and by September 3, 1935, bids were being accepted for a new post office site in Johnstown.

Construction of the new building at the corner of Franklin and Locust streets began in late 1937, and by fall 1938 it was occupied. The U. S. government then used the Market Street building as office space for various agencies; the 1938 city directory lists the occupant as the Works Progress Administration; in 1943 the building was vacant. From 1951 to 1965 the Veterans Administration was the major tenant, with various agencies such as the Internal Revenue Service, Selective Service, Bureau of Mines, and U.S. Coast Guard Rectruiters occupying offices during different periods. The building was vacant from 1966 until 1968, when Crown Construction (later Crown American Corporation) moved in. When Crown Construction bought the building in 1968 for $127,500, the terms of sale included the conditions that Crown Construction spend not less than $200,000 to improve the structure, and it would never use the property as a public garage, parking lot, or manufacturing establishment.

The Architectural Character

As most of the extant downtown buildings were erected in the years immediately following the flood, they exhibit stylistic features of the late Victorian period--shaped roofs, heavy cornices, and arcaded windows. The designs reflect a combination of styles and influences that challenge textbook definitions and categories: they reflect the unique interaction of builder, patron, architect, time, and place.

Compare, for instance, the restrained solemnity of the G.A.R. Hall with the exuberant David Dibert Building. Built on a diagonal across Central Park within four years of each other,

3.9 Johnstown City Hall, northeast corner Main and Market streets, downtown Johnstown. Johnstown's Richardsonian Romanesque-style city hall was built 1900-1902. It replaced a building that occupied the site from 1872 to 1889 that was used as a combination market, police station, and municipal office. (For more information, see Appendix A.)

3.10 U. S. Post Office, 131 Market St., downtown Johnstown. This Greek Revival building was designed by James Knox Taylor, supervising architect of the U.S. Treasury, and was built 1912-14. It served as the central Johnstown post office until 1938 when a new, Art Deco-style building was completed at the corner of Franklin and Locust streets. It continued to house government offices until 1966; Crown Construction (now Crown American Corporation) bought it in 1968. (For more information, see Appendix A.)

the buildings employ similar elements but possess different characters. The slender granite columns supporting the Romanesque arches of the J.T. Kelly building are certainly not textbook Romanesque, yet the building is a integral part of the Main Street streetscape. Or consider the restrained, very regular stone facade of the Embassy Theater--certainly there are not many other cities where the front facade of a movie theater could be stripped away to reveal the brick gable-front of a Presbyterian church. The commercial buildings at the corner of Clinton and Washington streets are quite proper, yet their 1930s moderne storefronts call forth a completely different set of associations. Johnstown "style" is an entity unto itself.

The architects and builders responsible for Johnstown's buildings were exposed to outside influences. Addison Hutton, who designed the Carnegie Library in 1892 (fig. 3.11), lived and did the majority of his work in Philadelphia. New York architect Kenneth Murchison, who designed the 1916 Pennsylvania Railroad station (fig. 2.4), received his architectural training at the Ecole des Beaux Arts in Paris. When Nathan's Department Store needed an updated image in the early 1900s, the Nathan family turned to architect Charles Bickel of Pittsburgh, who designed a department store in the then-progressive Chicago Style. The architect for the 1938 post office was Lorimer Rich from New York. In instances where the actual architect and his provenance are not known, evidence from the built environment indicates that influences from outside Johnstown were very strong; the white brick building at 417 Main St., with its bay window, rivals the more famous examples in San Francisco, and the partially iron facade of 515 Main St. echoes the blocks of cast-iron buildings in New York's SoHo district. In what can be considered the most ambitious gesture of physical planning in Johnstown's history, the city fathers turned to a New York firm to devise a Comprehensive Plan.

The Comprehensive Plan of 1917

Swept up in the nationwide progressive movement which, at its most basic level, sought to improve cities by removing political machines and implementing new forms of municipal government and comprehensive planning, civic leaders in Johnstown decided in 1916 that it was time to devise an overall formal plan. The City Planning Commission hired the New York architecture and planning firm of Hornbostel and Wild to do so.

The senior partner in the firm, Henry Hornbostel (1867-1961), was born in Brooklyn and studied architecture at Columbia University and the Ecole des Beaux Arts in Paris. In the early 1900s he founded the school of architecture at the Carnegie Institue of Technology in Pittsburgh. He designed many notable buildings and bridges throughout his career, including city halls in Pittsburgh; Oakland, California; Wilmington, Delaware; and Hartford, Connecticut. Most of his buildings and all planning schemes drew upon his Beaux Arts background and was inspired by the grand designs of the World's Columbian Exposition in Chicago in 1893.

Hornbostel and Wild's elegant program for Johnstown was no exception. The tone of the plan, "The Comprehensive Plan of Johnstown, A City Practicable: Plans for the Enhancement of Its Natural Beauty and Desirability as a Manufacturing Center," is echoed by the optimisim of the title. It consists of twelve sections, covering the thoroughfares, districts of Johnstown,

3.11 Johnstown Public Library, 304 Washington St., corner Walnut Street, downtown Johnstown. In 1872 the Cambria Iron Company gave this site to the Cambria Library Association, and two years later the original library was built. It was destroyed in the 1889 flood and was rebuilt with a donation from Andrew Carnegie. In 1974 the Cambria County Library Association sold the building to the Johnstown Flood Museum, the building's current occupant. (For more information, see Appendix A.)

alleys, rivers and bridges, traffic regulations, transportation, municipal buildings, housing problem, parks and playgrounds, building regulations, billboards, and grade crossings.

The introduction to the Comprehensive Plan is worth consideration, as it exhibits the optimistic--and ultimately unrealistic--formulation of the plan as a whole.

> Johnstown is a city of the future. By this it is meant to say that the growth enjoyed by Johnstown up to the present time is only a hint of the great expansion awaiting the community. After the end of the World War [I] the United States will enjoy a tremendous export trade, which will mean a flood of orders for the mills and factories. The Cambria's superbly equipped and organized plant will be kept busy for years making steel for the rebuilding of war-torn areas, to say nothing of the demand in home markets. This will give Johnstown a magnificent impetus; no one looking into the future from this time can set a limit to the increase in population, expansion in area and gain in prestige which await this city. The situation is one of great hopes and the citizen of Johnstown who has faith in the community's future will receive his rewards in due time.
>
> In the face of such a prospect it is the duty of intelligent citizenship to prepare for the future's requirements. There are large areas now in the outskirts of this city which in a few years will be occupied and developed as home centers. The older portions of the city can hardly be remade, even by the most expert planners and the most devoted work. But in the sections yet to be improved there is every opportunity for the application of modern ideas which spell comfort and are based on utilizing every favorable factor to the improvement of human efficiency.
>
> . . . . This work is for the future generations to realize in Johnstown. We are like the sower who plants the seed and then steps from the scene to allow another to garner the harvest. Our greater reward will come when the builders come to see that the work of the City Planning Commission of Johnstown during the years 1916 and 1917 was not chimerical and was not in vain. The cost will be spread out over many years, with the work, and will not prove a grievous burden to our taxpayers. It is our prayer that the results will be such as to impel the children and grandchildren of these taxpayers to rise up and call us blessed.[28]

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[28] Henry Hornbostel, George Wild, and Victor A. Rigaumont, The Comprehensive Plan of Johnstown, A City Practicable (Johnstown: The Leader Press, 1917), 25-6.

Ultimately, the Comprehensive Plan of 1917 proved improbable. In its massive attempts to overhaul the city and create a beautiful, rational Beaux Arts scheme, it completely ignored the realities of an early-twentieth-century industrial city. The planners envisioned beautiful parks and recreation areas built on the edges of the rivers, yet in fact the rivers in Johnstown were already dangerously contaminated:

> . . . our streams are utilized as sources for domestic and industrial water supply and concurrently as convenient sewers for domestic and industrial waste--beyond the capacity of their normal process to purify.[29]

Beautiful parks on the banks of the Conemaugh River and Stony Creek would have been impossible.

The planners also forecast a downtown civic center, which they thought should contain a city hall, a federal building, an industrial museum, a public exchange, and a people's theater.[30] The recommended site for the civic center was Locust Street, opposite Central Park. This would have violated Joseph Johns' charter and entailed the demolition of the Franklin Building (part of which, at this time, housed the Glosser Brothers Department Store), but Hornbostel and Wild believed that the positive results of the center would far outweigh the negative:

> And when the Civic Center is completed with a plaza which affords ample space for public outdoor assemblages, reviews and celebrations, there is imparted to the communal life a touch of democratic contact with its public activities which will elevate its political standards and constantly will benefit its citizenship.[31]

The large-scale recommendations were never put into effect, but small-scale aspects of it were implemented, such as one-way streets and closed-off alleys. On the whole, although the Comprehensive Plan of 1917 was unrealistic and impractical, it remains valuable as a signpost of the optimistic and expansive atmosphere in Johnstown during the post-flood era.

The Current Character of Downtown Johnstown

Today downtown Johnstown seems to have a dual personality, with both parts played out against the backdrop of the built environment. As discussed above, most of the extant buildings date from immediately after the flood, and consist of a ground-floor storefront and at least two upstairs stories. All of the storefronts in the commercial area are occupied, but most of the

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[29] James Greco, "Environmental Disruption," in Johnstown: The Story of a Unique Valley, 171.

[30] Hornbostel, et al., Plan, 113.

[31] Ibid., 111.

upstairs floors are at least partially unoccupied. The storefronts, almost without exception, have been altered and "modernized," giving the commercial district--at first glance--a haphazard or patchwork look. On the other hand, the second, third, and fourth floors of the buildings retain much of their original integrity and present an amazingly cohesive mien. Recent efforts to integrate new construction into the existing fabric do not appear to have been overwhelmingly successful, a condition attributable to the 1960s and '70s trend toward history blindness, and the belief that somehow old buildings inhibit progress.

The situation is not as bleak as this may sound. A positive aspect of downtown is that it is quite alive with shoppers and pedestrians on weekdays. The center of downtown activity is Central Park, which is usually filled with people sitting on benches on summer afternoons. At night and on Sundays, however, the streets are as empty as the upper stories of the buildings. Somehow, the dual personality of downtown Johnstown needs to be reconciled; and, of course, utmost attention should be given to the retention of the architectural and historical integrity of the commercial district. A difficult but worthwhile task.

CHAPTER FOUR

CAMBRIA CITY AND MINERSVILLE

> *Millville . . . lies on the western side of Johnstown and is separated from it by the Conemaugh river. . . . The greater part of this town was built and is owned by the Cambria Iron Company. It is peopled almost exclusively by the employees of the rolling mill. . . . The Lower part of the town is called* ***Minersville****. A substantial bridge upon which is a roadway for wagons and pedestrians, a railroad track for a locomotive, and another track for the company's coal trains, spans the river, and connects this town with Cambria Borough . . . usually called* ***Cambria City****. . . . It is principally made up of employees of the Cambria Iron Works.*[1]

Cambria City and Minersville lie along the Conemaugh River in the western end of Johnstown. Within sight of the now-quiet works of the Bethlehem Steel plant, the two neighborhoods are quiet, clean, and peaceful. The streets are narrow, clustered with small rowhouses, simple frame dwellings, and large double houses.

Cambria City, one-half-mile wide, ten blocks long, and rectangular in shape, lies between the Conemaugh River to the north, and steep, heavily wooded hillsides to the south. The tracks of the Pennsylvania Railroad, snaking around the base of the hills, further determine the southern boundary of Cambria City. To the east and west are the mills and workyards of the Bethlehem Steel Company.

Minersville, roughly triangular in shape, also lies next to the river, opposite Cambria City and backed by a collection of small hills. Like the latter, Minersville looks over the lower works of Bethlehem Steel, just east of Minersville beyond a sweeping bend in the Conemaugh River. In the location of these neighborhoods, one sees clearly how natural features have always determined residence in Johnstown. "The makeup of 'Greater Johnstown,'" noted a recent observer, "closely reflected its topographic conditions . . . and formed what Johnstown [is today]: an agglomeration of loosely connected boroughs separated from each other by hills and creeks."[2]

While Cambria City is entirely flat, Minersville rises and falls along the side of Benshoff Hill. Both neighborhoods are distinctly separate from Johnstown proper, accessible by state route 56 that winds along the Conemaugh, west from downtown.

Many neighborhood residents are elderly, perhaps fond of the sense of permanence in their 130-year-old neighborhoods. Work, church, and family have long been cherished by local

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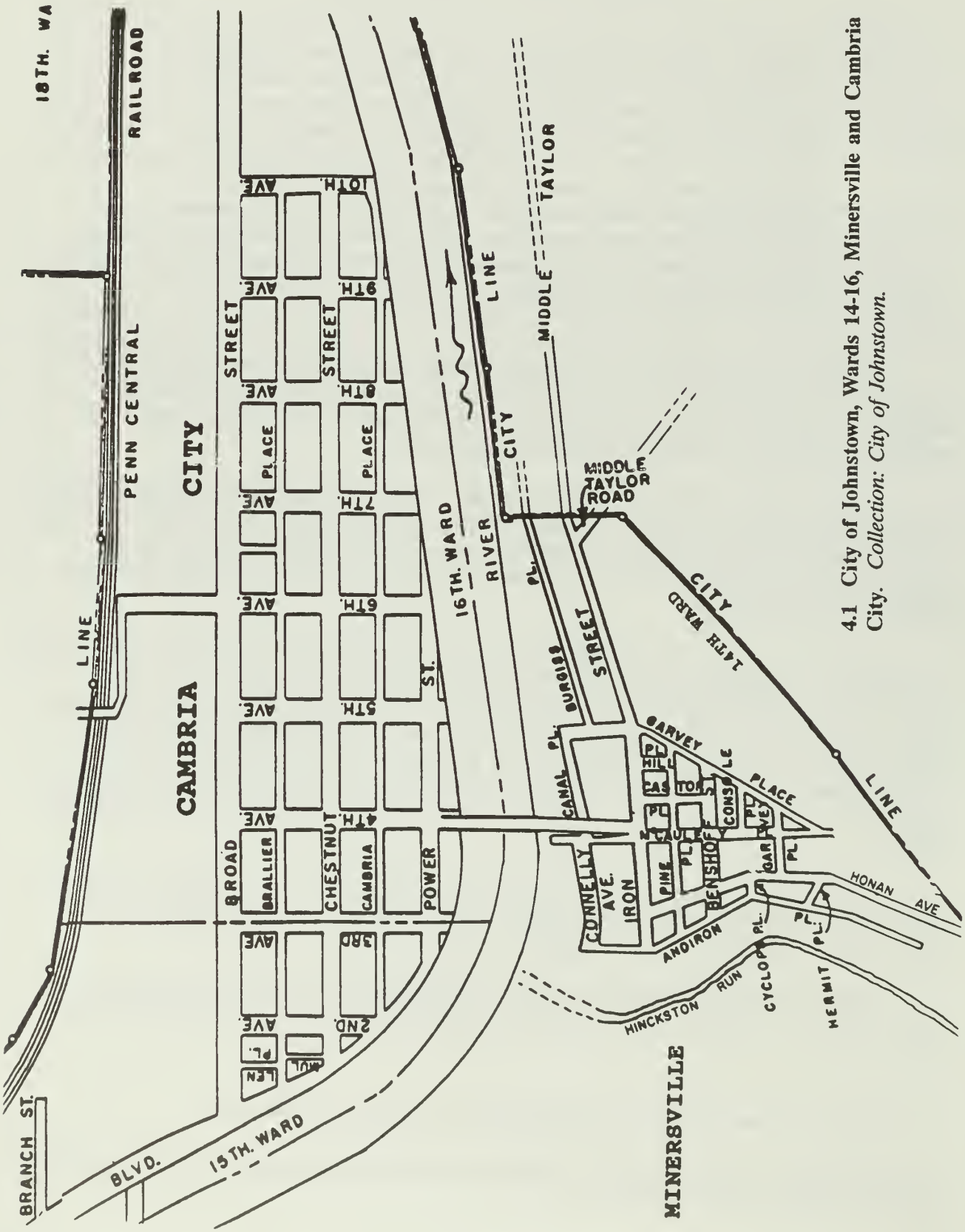
[1] Thomas J. Chapman, The Valley of the Conemaugh (Altoona, Pa., 1865), 113-14, emphasis added.

[2] Ewa Morawska, For Bread with Butter: Life-Worlds of East Central Europeans in Johnstown, Pennsylvania, 1890-1940 (Cambridge: Cambridge University Press, 1985), 83.



4.1 City of Johnstown, Wards 14-16, Minersville and Cambria City. *Collection: City of Johnstown.*

residents. Their traditional devotion to religion, brought to America from the old world of Europe, is apparent everywhere. Stand in Minersville, look across the river to Cambria City, and you are witness to the ancestral homes of the residents (fig. 4.2). The Byzantine splendor of St. Mary's Church, the Gothic massiveness of Immaculate Conception, the Baroque charm of St. Stephen's--these and seven other edifices are mute testimonial to a traditional reverence for the church, awakening on Sundays to welcome the worshippers. During the week, much of the work of the neighborhoods' residents is elsewhere in Johnstown; yet they still live in working-class neighborhoods, anchored by a strong devotion to working-class values.

Today, the steel mills produce a fraction of their previous output. Most of the mines are closed. Even before the economic downturn of the 1960s and 1970s in Johnstown, Cambria City was showing its age. The area south of Broad Street was too dilapidated, too rundown and just plain old, claimed advocates of urban renewal in the 1950s. And so a multi-block area was demolished, relegating McConaughy Street, Bradley Alley, and half of Cambria City to history, to the dismay of the remaining residents. The pace of activity in Minersville has also slowed in recent years,[3] but residents of both neighborhoods are adapting to the changes, just as their immigrant ancestors did more than a century ago.

Some citizens can recall the early years of the century when all their needs could be found within the confines of the neighborhoods, and the population was swelled with East European immigrants who came to Johnstown to work for the steel company. Life in Cambria City and Minersville in those days was crowded and hectic. There was always noise and activity: from the several distilleries and bottling factories; of workers periodically passing by on their way to and from shifts at the mills and mines; of commercial activity in the stores, hotels, and saloons; of women rushing to cater to their families and boarders, or to go to work in the small cigar factories; of the buzz of different languages picked up in passing on the street; from the toll of church bells; and of children playing in the streets and alleys. Above it all hung the acrid smoke of the ironworks--a plague to the women on washing days and a constant reminder of what had drawn them to Cambria City and Minersville.

David McConaughy and James P. McConaughy founded Cambria City in 1853. With the establishment of the Cambria Iron Company in 1852, the future of Johnstown appeared bright. The McConaughys laid out lots along the left bank of the Conemaugh river and sold them to workmen of Cambria Iron.[4] The new neighborhood quickly became "a large and thriving place," noted a contemporary observer. With Cambria City "being located so near the iron works," said S.B. McCormick in 1853, "it is destined to become a good business place."[5] The Borough of Cambria, a political entity independent of Johnstown, was established in 1861. The creation of Cambria reflected what early historian Thomas Chapman called the "increased importance of Johnstown" after the arrival of the Cambria Iron Company in the 1850s. "Scores

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[3] "Minersville Faded, Not Finished," Johnstown Tribune-Democrat April 7, 1985.

[4] Nathan Daniel Shappee, "A History of Johnstown and the Great Flood of 1889: A Study of Disaster and Rehabilitation" (Ph.D. diss., Univ. of Pittsburgh, 1940), 21.

[5] S. B. McCormick, A Sketch of Johnstown and Suburbs, and the Cambria Iron Works (Pittsburgh: Barr and Myers, 1867), 10.

4.2 View of Cambria City from Minersville. The spires of St. Stephen's, St. Mary's, and St. Casimir's churches rise above the neighborhood.

of new houses were immediately put up," he recorded in 1865, and "offshoots from the town sprang up . . . [that] now compose the boroughs of Millville, Cambria, and Prospect."[6]

Minersville was the Second Ward of Millville Borough, incorporated in 1858. The area directly west of the Cambria ironworks and Hinckston Run--the "lower part" of Millville Borough, Chapman called it--became known as Minersville, a distinction made apparent in every city directory after 1869. James P. McConaughy and others built a toll bridge across the Conemaugh River just downstream from the Point in 1853, providing access to the steel mills for the residents of both neighborhoods and linking the neighborhoods more closely to Johnstown.[7]

Both Cambria City and Minersville grew quickly; their prosperity was directly connected to the success of the Cambria Iron Company as it expanded to become one of the major steelmakers in America. In 1856, only four years after the company's founding, its mills employed 1,500 workers. By the late 1880s the work force numbered 7,000. The collective population of Johnstown and the boroughs doubled between 1860 and 1870, and doubled again between 1880 and 1890. Cambria City grew to 1,500 residents in 1868, 2,323 in 1880 and 2,902 in 1889.[8] Minersville grew to 1,180 residents in 1890.[9]

Cambria Iron was more than just a steel manufacturer; the company mined its own coal and coke, and operated its own railroads. The company owned thousands of acres of land, farmed hundreds of acres, built and rented out rows of employee houses, and operated a company store.[10] Johnstown, observed historian Ewa Morawska, was "[s]elf-contained amid the hills of western Pennsylvania and dominated by one industry and one powerful employer . . . with about two-thirds of its male population in manufacuturing and mining; non-unionized, ethnically fragmented, and tightly controlled by the established Anglo-Protestant elite. . . ."[11] To call Johnstown a "company town," then, is to understate the role of the Cambria Iron Company in the city's development and prosperity.

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6 Chapman, 111.

7 Ibid., 122, and Henry Wilson Storey, History of Cambria County, Pennsylvania (New York: Lewis Publishing Company, 1907), 3: 265. See Deed Book Vol. 20, p. 453, Cambria County Courthouse, for a contemporary map of the bridge location.

8 Shappee, 122.

9 Ibid., and Storey, 3: 265.

10 David McCullough, The Johnstown Flood (New York: Simon and Schuster, 1968), 28. Morawska, 83-85.

11 Morawska, 20.

Citizens of both Cambria City and Millville, concluded David McCullough, "lived on the payroll of the Cambria mills,"[12] specifically the nearby Lower Works. Immigrant workers of various ethnic groups were attracted first to the Johnstown area, and then to the neighborhoods of Cambria City and Minersville. With their convenient locations near the steel mills, the neighborhoods attracted iron and steel workers, miners, and railroad workers. The new arrivals, not usually welcome in the older areas of Johnstown proper, settled in suburbs such as Cambria City and Minersville. "Native" Americans made up at least 50 percent of the ironworkers living in each of Johnstown's five wards, but matched this proportion in only one of the suburbs (Coopersdale).[13]

For the first several decades after their founding, Irish and Welsh immigrants made up the majority of the population in Minersville; Irish and German immigrants were the strongest presence in Cambria City. In 1870 69 percent of all the Irish millworkers lived in either Cambria City or Millville. Sixty-seven percent of all German ironworkers lived in Johnstown's First Ward, or in Conemaugh Borough, Yoder Township, or Cambria City. City directories for the greater Johnstown area during this period record numerous residents of Cambria City and Minersville with names such as Clark, Coligan, Donnelly, Dougherty, Finegan, Hollahan, Kelly, McCloskey, Ryan, and others; similarly, the boroughs were home to many named Freidhoff, Kintz, Kurtz, Mayer, Rineholt and others (figs. 4.3 and 4.4).[14]

Upon arrival each ethnic group followed a similar pattern of establishing itself as an active community. One of its first steps was to organize and pool resources to build a church. Community members often contributed time and labor as well as money, helping to excavate the site and haul building materials. The first church was typically a wood-frame structure, but these were eventually replaced or encased with brick. In some cases this second building was later replaced by a larger brick or stone building, mirroring the stability and fervor of the established community.

The German contingent of Cambria City built its first church--St. Mary's German Catholic--in 1859. In 1862 the parish established the borough's first parochial school. A Swedish Catholic Church, also founded by Germanic immigrants, was built at the corner of Fourth Avenue and Power Street.[15]

After their churches were firmly established, residents formed social and civic organizations. The Germans founded the Cambria City Mannechor, or men's choir, in 1868. Their Mannechor Hall was destroyed in the 1889 flood and a new building was built at 210 Chestnut St. in 1899 (fig. 4.43). German residents were also instrumental in forming Cambria

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[12] McCullough, 28.

[13] John William Bennett, "Iron Workers in Woods Run and Johnstown: The Union Era, 1865-1895" (Ph.D. diss., Univ. of Pittsburgh, 1977), 342.

[14] Ibid., 337-42.

[15] Sanborn Map Co., Johnstown, Pennsylvania (New York, 1895).

4.3 Fifth Avenue Hotel, 502-04 Broad St., Cambria City. George Blimmel was born in Germany and lived in Cambria City by 1863 when he worked there as a miner. He purchased this corner lot from Margaret P. McConaughy in 1881 and constructed this building by 1889. It apparently survived the 1889 flood, for it is listed in both pre- and post-flood directories for that year as a saloon, operated by Mary Burkhardt. By 1891 it was known as the Fifth Avenue Hotel and was run by the Blimmel family. George's son, bartender John C. Blimmel, purchased the building in 1897 and continued operation of the hotel at least through 1901. Residents of 504 Broad St. recorded in the 1900 census included Mary Blimmel, John and Rose Blimmel and their five children, and three boarders. In 1922 the Mikesic family purchased the building. It is approaching its 100th year as the Fifth Avenue Hotel and is representative of many important aspects of Cambria City history.

4.4 Third Avenue Hotel, 222-24 Chestnut St., Cambria City. This house was built between 1886 and 1891 by John Weber, a German steel-mill laborer. In 1889 it was listed as the Third Avenue Hotel. Proprietor Thomas Donnelley lived in the No.. 222 side of the building. Weber sold the building in 1890 to Christian Yeager (or Eger), another German laborer, for $1,000. Eger continued to rent the building as a residence and public house, renaming it the Conemaugh Valley Flood Hotel. August Heine, Eger's saloonkeeper, lived with his wife and two children at 224 Chestnut St. A Hungarian bartender, Frank Baker and his wife, Bertha, rented 222 Chestnut St. In 1901 Thomas Donnelley was again recorded as proprietor of the Third Avenue Hotel, and Eger sold the property to him in 1906 for $8,000. The 1910 census listed Donnelly, his wife Anne, their five children, and a sister-in-law as living at 224 Chestnut St. They rented No. 222 to a Polish immigrant, Frank Sadosky, a heater in the steel mill, and his family of four.

4.5 Cambria Fire Hook and Ladder Company, 624 Broad St., Cambria City. German residents organized Cambria City's first fire company in 1887. They erected this building between 1891 and 1895. In 1910 it was one of twelve companies in Johnstown and one of only two volunteer companies. By 1913 it had eighty-five members, a hosecart, 500 feet of hose and two horses. Remodeling for the building's present use as a health-care center included replacement of the fire house doors with large windows.

City's Fire, Hook, and Ladder Company in 1887. The fire station building was constructed at 624 Broad St. some time between 1891 and 1895 (fig. 4.5).[16]

By 1889 the borough's retail and business community flourished. Patrick Connelley, William Stemmel, John Kintz, and Martin Weiss sold supplies from their general stores. Fred Stemmel operated a restaurant on Chestnut Street. Jacob Goenner's brewery at the corner of Third and Power streets quenched the neighborhood thirst (fig. 4.62). Charles Boyle, Christian Eger, and J. P. Kintz served up drinks in their saloons along Broad and Chestnut streets. Two physicians, a photographer, and a wagon maker served the neighborhood. Residents utilized blacksmiths, four barbers, druggists, a livery, several hotels, four butchers, and a shoemaker. After 1883, a streetcar line ran the entire length of Cambria City to Morrellville; the Lincoln Bridge and the Minersville Bridge spanned the Conemaugh and reached into Minersville. Hundreds of wood-framed dwellings filled the blocks of both neighborhoods.[17]

One of the few houses that survives from this period dates from about 1865 when its owner, George Wagner, was taxed for a house on half the lot at 418 Broad St. (fig. 4.38). An 1876 city directory listed Wagner as a laborer for the Cambria Iron Company; the 1880 census records described him as a 50-year-old German with a wife and seven children, who had come to America in 1853. His oldest sons also worked in the coal mines and steel mill.

Wagner's home remains relatively unaltered. It is a small, two-story, three-bay, single-family dwelling and, like the majority of homes in Cambria City and Minersville, is a wood-frame structure with horizontal wood siding. Rectangular in plan, measuring 22' x 28', it features flat-arched windows and a side-gable roof. The 1891 Sanborn map shows there was an outdoor oven in the backyard, but this was gone by 1895.

Another Cambria City residence built prior to 1889 is 202 Chestnut St., the home of George and Catherine Lorditch (fig. 4.41). George Lorditch immigrated from Germany and, by 1866, was the owner of this property. For several years he worked as a puddler in the steel mill, but in 1886 he operated a cigar factory and tobacconist shop--selling tobacco, snuff, and pipes--at this address. Like many of the shops in Cambria City, the Lorditch house was situated on a corner lot and has its shop entrance on the corner of the building.

Lorditch's children included four sons and a daughter who stayed on in the neighborhood. Son Joseph worked as a shoemaker and later a teamster, John was a tobacconist, and Michael a laborer. In 1900 Lorditch and his wife, Catherine, their widowed daughter, Mary Bopp, and son Joseph and his family, all lived at 202 Chestnut St.

On May 31, 1889, the investment of time and labor of all these immigrants in building the churches, homes, and businesses of Cambria City was lost with the collapse of the South Fork Dam. Throughout Johnstown, a few cautious citizens sounded the warning of the

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[16] "Volunteer Interest Ran High at the Time of the Flood," Johnstown Tribune-Democrat August 22, 1953.

[17] Clark's Johnstown Directory for 1889 (Altoona, Penna.: N.C. Barclay and Sons, 1889). Sanborn Map Co., Johnstown, Pennsylvania (New York, 1886).

Fork Dam. Throughout Johnstown, a few cautious citizens sounded the warning of the impending collapse of the nearby dam, but Johnstowners had heard the warning many times before, and they ignored it once again. Two Johnstown men, Alexander Adair and Richard Eyre, alerted by a train engineer of the danger at the dam, apparently relayed the first warning to Cambria City. Ignored by Cambria citizens, the message was next sent to a Cambria Borough official and "Squire Bland" of Millville Borough.[18]

At 3:10 p.m. the dam gave way and an hour later floodwaters ripped through Johnstown. The force of the flood was temporarily checked by the barrier of the Pennsylvania Railroad stone bridge a few hundred feet from the neighborhoods. Within minutes 148 houses were immediately destroyed in Cambria City; the flood spared Minersville from great destruction because of its hilly locale.[19] Two nearby bridges, the Minersville Bridge and the Ten Acre Bridge, were carried away. "Cambria City had been ravaged past recognition," concluded David McCullough in his account of the flood. "At least two-thirds of the houses had been wiped out, and down the entire length of its main street [Broad Street] a tremendous pile of mud and rock had been dumped."[20] A contemporary retelling of the flood's effect on Cambria City noted that the surge of water "took every house on Front and Walnut Streets [Power Street and Roosevelt Boulevard] but one and most of those on Chestnut Street besides wrecking a hundred or more on other streets."[21]

The relatively undamaged areas of Cambria City were mostly along the first five blocks of McConaughy Street, an east-west route bordering the protective hillside south of the neighborhood. (McConaughy Street has since been removed from Cambria City by urban renewal.) The 900 block of Broad Street and Chestnut Street, St. Mary's German Catholic Church at Third Avenue and Broad Street, and a scattering of homes and businesses also survived. At least eleven pre-flood houses remain in Cambria City today.[22]

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[18] Shappee, 252.

[19] Ibid., 279.

[20] McCullough, 185.

[21] Clark's Johnstown Directory for 1889, 48.

[22] Conclusions about intact areas are drawn from a postflood photograph of the Lower Works and Cambria City in the collection of the Johnstown Flood Museum, from the Illustrated Historical Atlas of Cambria County, Pennsylvania (Philadelphia: Atlas Publishing Co., 1890), and from Sanborn Insurance Maps (New York, The Sanborn Company, 1886, 1891). Houses on the Sanborn maps were located in 1886 and then again in 1891 to determine if they survived the flood. This procedure is very inexact and the list here is not complete and probably not totally accurate. Some of the pre-flood houses are located at 202 Chestnut, 203 Chestnut, 207 Chestnut, 313 Chestnut, 318 Chestnut, 416 Chestnut, 421 Chestnut, 424 Chestnut, 318 Second, 414 Broad, and 418 Broad.

The death toll was high. At least 372 persons perished in Cambria, ninety-five in Millville.[23] St. Columba's Catholic Church at the corner of Tenth Avenue and Chestnut Street served as one of Johnstown's many morgues for the more than 2,000 victims of the disaster.

Like all of Johnstown, the neighborhoods drew strength from the immediate resumption of operations at the Cambria Iron Company. Millons of dollars in relief aid poured into the city. Residents picked themselves up, rebuilt the town, and moved forward. An 1891 city directory celebrated the recovery by proclaiming: "There are more people in this valley now than ever before . . . with buildings vastly superior to those before the disaster."[24] Two lumber yards, shown in Cambria City on the 1895 Sanborn map, must have been supported by all the new construction. Cambria City was nearly rebuilt by 1895, containing over 350 buildings; significantly, a number of sturdier brick buildings had been erected.

Members of St. Columba's Irish Catholic parish, founded late in 1887, cleaned up and repaired their church and began making plans to build a grander one on the lot they had reserved on Broad Street (figs. 4.53, 4.52, 4.6, and 4.40). Renowned church architect John T. Comes was commissioned to design an impressive Lombard Romanesque-style building that cost approximately $93,000. It was completed in 1914.

St. Columba's parishioners must have felt some competitiveness with their neighbors down the street, the members of St. Mary's Immaculate Conception German Catholic Church. They had also begun construction of a new building in the late 1880s, but the flood badly damaged the almost-completed foundation. The parish lost 160 members in the disaster, but with the help of the Flood Relief Commission and the local diocese, the new church was completed in 1891. Only seventeen years later an ambitious new priest oversaw the completion of a third church designed by William P. Ginther of Akron, Ohio (fig. 4.7).

Cambria City's small businesses were also soon re-established, led by the German community, the oldest in the neighborhood. The Cambria City Brewery was operated by the Goenner family. August G. Mayer, also a German, owned two meat markets on Broad Street and in 1908 he opened a slaughterhouse and sausage factory on Eighth Avenue (fig. 4.54). One of Mayer's competitors was Samuel Pollak who, in 1905, commissioned local architect Walter Myton to design a three-story, brick building at 314-16 Broad St. to house his own meat market (fig. 4.37). Pollak, an East European immigrant, represented the demographic shift that had begun to occur in Cambria City and other Johnstown communities during the last decades of the nineteenth century. After 1870 Poles, Croatians, Slovenes, Magyars, Slovaks, Serbs, Rusyns, Ukranians, and other ethnic groups from Eastern Europe came to America in search of well-paying work in American industrial centers. In the 1890s and early 1900s they arrived in Johnstown in significantly greater numbers and fundamentally reordered the composition of Cambria City and Minersville (figs. 4.32, 4.8, 4.49, and 4.9).

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[23] Figures compiled from list of flood casualties in David C. McCullough, The Johnstown Flood. Of course, the neighborhood residents may have been elsewhere when they died and the number of deaths actually occurring inside each neighborhood may have been smaller. According to Shappee, 360 died in Cambria City, 115 in Millville.

[24] C. B. Clarke's Johnstown City Directory for 1891 (Altoona, Penna.: N. C. Barclay, 1891), 10.

4.6 St. Columba's Roman Catholic Church II, 918 Broad St., Cambria City. In 1913 parishioners of St. Columba's Roman Catholic Church selected designs submitted by Pittsburgh architect John T. Comes as the model for their new church. It was dedicated the next year. Comes described the building as "an example of the Lombard Romanesque showing great restraint in design."

4.7 Immaculate Conception Church of the Blessed Virgin, 308 Broad St., Cambria City. Originally called St. Mary's, the Immaculate Conception parish is the oldest in Cambria City, established by German immigrants in 1859. A brick church was built on this site in 1859-60. In 1889, 160 parish members died in the flood and a larger building under construction was destroyed. A second two-story church structure with classrooms on the first floor was completed in 1891. St. Stephen's Slovak Catholic congregation occupied the old building until it was torn down. The third and present church, designed by William P. Ginther of Akron, Ohio, was dedicated in 1908. A church school and convent were located across Broad Street; they were demolished in the early 1960s.

4.8 Harrigan-Sturver Building, 134 Iron St., Minersville. In 1903 Michael Harrigan and William Sturver purchased several lots adjacent to this corner of Iron Street and Honan Avenue where they erected this large retail and residential building. Three years later they sold it to Benjamin Applebaum, a prosperous immigrant from "Austria-Poland." Applebaum, his family of four, and one servant are listed as living in the building in 1910. They operated the store and rented rooms to approximately forty single men who were almost all Polish mill laborers.

4.9 Joseph and Catherine Kelly House, 816-1/2 Chestnut St., Cambria City. Joseph Kelly, a machinist with the Cambria Iron Company, and his wife Catherine purchased this property in 1885 for $500. By 1895 they had built a double house (814-16 Chestnut St.) where they lived with their six children. In 1905 they also boarded laborers Bernard Gallagher and John Heidas. They rented the second half of the building to a Hungarian family of six. They built the second and existing house between 1895 and 1901 and rented it to a series of tenants including John Kelley, a laborer, in 1901; Mich Kopp, laborer, in 1907; and William Lorditch, a policeman, in 1908. In 1981 the Kelly family sold 814-16 Chestnut St. to the Johnstown Redevelopment Authority which demolished it.

The immigrants came to America as an extension of a practice of seasonal migration in search of work to supplement a meager agricultural living. They found jobs waiting for them in Johnstown because of changing technology in the steel industry. In the first two decades of Cambria Iron's operation, the company needed a large number of skilled workers. Ironmaking required the talents of rollers, puddlers, and heaters, for example. Irish, German, and Welsh immigrants usually filled these positions. But as the company's operations expanded into the era of modern steelmaking, machinery and technology began to replace skilled labor. Cambria Iron still required a large work force--but after 1870, it required large numbers of unskilled workers. In Cambria County after 1870, noted historian John Gable, "the demand for labor came from the iron and steel and the coal industries . . . in many cases it was a question of getting men--men of any nationality--rather than picking and choosing."[25]

Generally, the Cambria Iron Company management and most of the native-born residents of Johnstown looked with disdain upon the East Central Europeans, calling them "Polacks," "Hunkies," or "Slavs,"--and, most often, "Hungarians"--regardless of nationality.[26] Cambria City contained a population of 2,835, according to an 1891 Johnstown city directory, "quite a large number of whom are Hungarians--poor citizens and worse neighbors."[27] The newly arrived laborers moved into unskilled positions, the worst jobs in the mills, and were ridiculed for their language, customs, and the living conditions their low salaries forced upon them. The Irish, Germans, and Welsh, as veterans in the mills, dominated the ranks of skilled workers but felt threatened by these new men willing to do grueling work for low pay.

Cambria Iron management directed many of the newcomers into Cambria City and Minersville and before long the most recent immigrant group became the majority. As early as 1900, four out of every five residents were of East Central European descent.[28] These two neighborhoods became collectively known as the "foreign colony" or the "Hungarian section." An estimated 5,000 East Central Europeans lived in greater Johnstown by 1900.[29]

Like the Germans and Irish, one of the first things these immigrants did to anchor their communities was to establish parishes, congregations, and build churches. During the 1870s and 1880s, before there were enough East Europeans to support a church, many of these immigrants attended St. Mary's German Catholic church and participated in its social events. This involvement with an established group often proved helpful for more than religious

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25 John E. Gable, History of Cambria County, Pennsylvania (Topeka-Indianapolis: Historical Publishing Company, 1926), II:71.

26 Michael P. Weber and Ewa Morawska, "East Central Europeans in Steel Towns: A Comparative Analysis," Journal of Urban History 11 (May 1985): 287, 289.

27 C. B. Clarke's Johnstown City Directory for 1891 (Altoona, Penna.: N. C. Barclay, 1891), 24.

28 Morawska, 97.

29 Ibid., 92-93.

reasons. These contacts could lead to better jobs at the mill and gave earlier arrivals an advantage over countrymen who immigrated in the twentieth century.[30]

The Slovaks were the first to organize an East European parish. They founded St. Stephen's Catholic Church in 1891, using the old Swedish Church at Fourth and Power streets until the present building was finished in 1909. They hired Walter Myton, who designed a monumental Baroque-style building exuberantly decorated on the exterior and interior (figs. 4.10-4.12).

Slovaks who followed the Lutheran religion purchased a house at 711 Chestnut St. and remodeled it to serve as their Holy Cross Lutheran Church and school in 1914 (fig. 4.47). St. Mary's Syrian Orthodox Church, another of the smaller Cambria City churches, was founded in 1911 (fig. 4.13). The 1900 census recorded a number of Syrians living in Cambria City.

Slav immigrants founded St. Mary's Greek Catholic Byzantine Church in 1895. The present church building was dedicated in 1922, designed by John T. Comes who also designed St. Columba's (figs. 4.14-4.16). Hungarians founded St. Emerich's at 600 Chestnut St. in 1905 (fig. 4.17). St. Emerich's parish was originally named for St. Ladislaus, and the present church was built in 1913. The Hungarian Reformed Church, erected in 1901 at 822 Chestnut St., served another segment of the Hungarian comuunity (fig. 4.50).

As the first established church among the East European groups, St. Stephen's acted as host to immigrants who were a little slower in organizing, just as St. Mary's served as a sponsor a few years earlier.[31] By 1901, the Croatians were able to break away to attend their own newly dedicated St. Rochus Catholic Church at 800 Chestnut St. (fig. 4.48). Polish immigrants began construction of St. Casimir's Catholic Church in 1902. The building, another Walter Myton design, was completed in 1907 (figs. 4.18, 4.59, 4.58, and 4.55).

In many cases the immigrants organized formal social groups, preliminary to founding a church, and functioning in much the same way, providing the community with an identity and a focus of activity. St. Casimir's Society was formed in 1892. Just a few years after their church was complete, its members commissioned Walter Myton to build a society hall, the "Dom Polski," completed in 1915 (fig. 4.19). The St. Rochus Catholic Church Lodge No. 5 of the Croatian Fraternal Union of America was founded in 1894. Its first hall was at Seventh Avenue and Bradley Alley in the since-demolished half of Cambria City. In 1920 the present Croatian Hall, "Hrvatska Dvorana," was completed (fig. 4.39).

In addition to supporting church construction and maintenance and offering social diversions, these societies often sponsored health and life insurance funds or functioned as credit agencies. They can also indicate evolving disputes among ethnic factions and changing

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[30] Ibid., 109, 120, 193-94.

[31] Weber and Morawska, 307, note that initially boundaries between groups were "fuzzy," "reflecting the ethnoreligious pluralism of the old-country." They cite attendance at St. Mary's Byzantine Catholic Church as an example.

4.10 St. Stephen's Slovak Catholic Church 414 Fourth Ave. and Chestnut Street, Cambria City. St. Stephen's Slovak Catholic Church was completed in 1911. Designed by Johnstown architect Walter Myton, during the 1940s and 1950s it claimed the largest Slovakian Catholic congregation in the United States. The parish was founded in 1891 and, as one of the earliest East European churches in Johnstown, it served a number of other ethnic groups, notably Croatians and Poles.

4.11 View of St. Stephen's towers from Brallier Alley behind St. George's Serbian Orthodox Church, Cambria City.

4.12 First Catholic Slovak Band Hall, 716 Chestnut St., Cambria City. The First Catholic Slovak Band was formed in 1891 and it claims to be the first such band in the United States. Members purchased this property in 1943. At that time there were two frame dwellings here, one of which may have been incorporated into the present building.

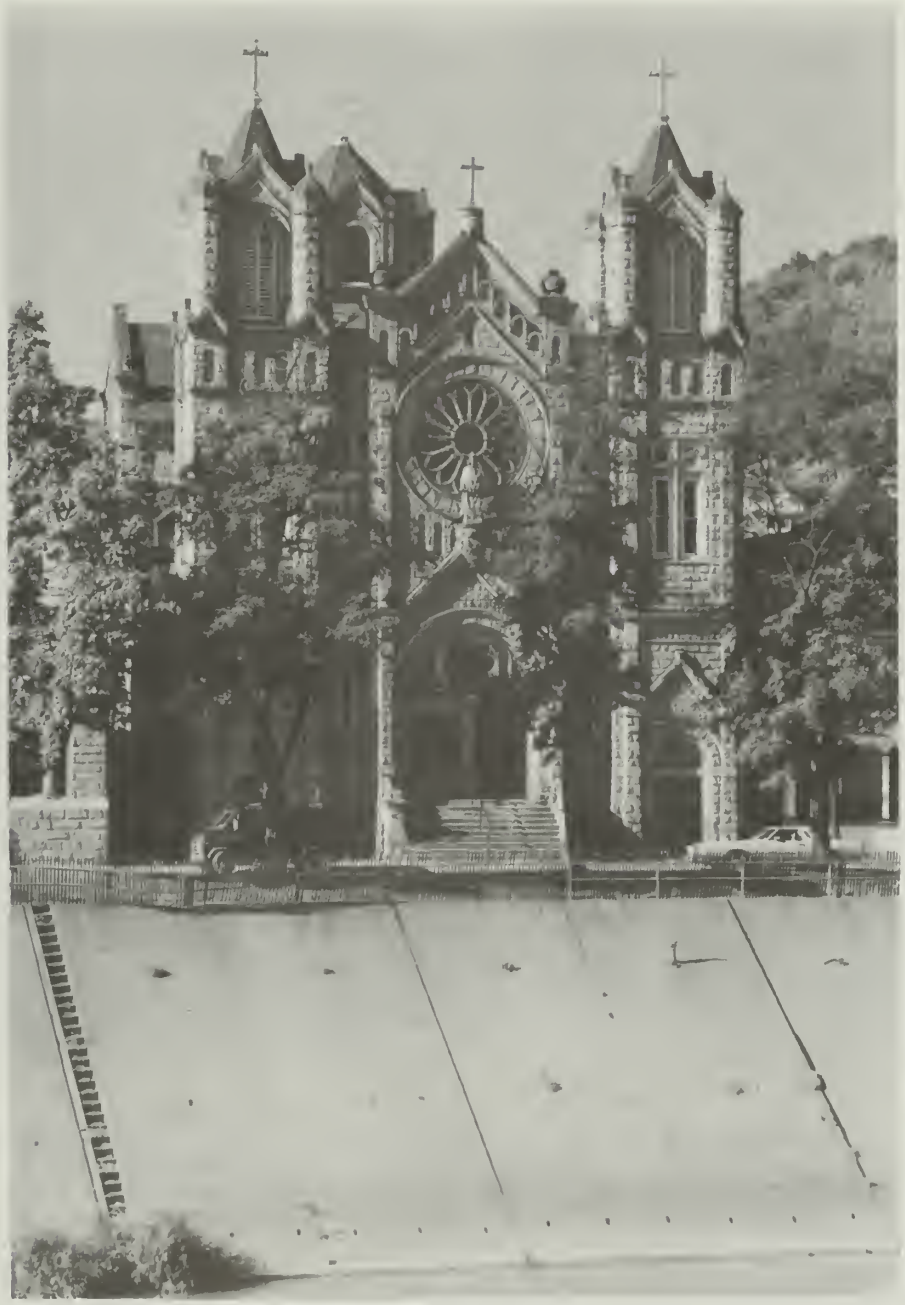
4.13 St. Mary's Syrian Orthodox Church (St. George's Serbian Orthodox Church), 300 Chestnut St., Cambria City. This church was built in 1911 on a lot purchased for $3,600. During the Depression the congregation lost possession of the property to the county sheriff but it was able to repurchase it in 1941. In 1973 a dissident congregation from St. Petka's Serbian Orthodox Church bought the church and adjoining residence and changed the name to St. George's Serbian Orthodox in 1977.

4.14 St. Mary's Greek (Byzantine) Catholic Church, 401 Power St., Cambria City. St. Mary's Greek Catholic Church was established in 1895. By 1919 the congregation had outgrown two churches and commissioned Pittsburgh architect John T. Comes to design the present building, dedicated in 1922. The parish originally served a Slav community; interestingly, a 1972 survey found that 85 percent of the 1,010 parishioners were of Slav descent, but only 5 percent still lived in Cambria City.

4.15 Detail of main entrance to St. Mary's Greek Catholic Church, Cambria City.

4.16 Interior of St. Mary's Greek Catholic Church, Cambria City. The baldachino was imported from Hungary.

4.17 St. Emerich's Roman Catholic Church, 600 Chestnut St., Cambria City. St. Emerich's Roman Catholic Church was founded in 1905 by Hungarian immigrants as the parish of St. Ladislaus. The name was changed to St. Emerich when the present church was built in 1913. Like the other Cambria City churches, St. Emerich's had a number of affiliated social groups including the Altar Rosary Society, Hungarian Dace Group, Tzuz Society, St. Laszlo's Society, and the Men's Organization of St. Emerich.



4.18 St. Casimir's Roman Catholic Church, 500 Power St., Cambria City. Polish immigrants in Cambria City attended St. Stephen's Slovak Catholic Church until they established an independent parish in 1901. Their church, completed in 1907, was designed by local architect Walter Myton; C. C. Hornick was the contractor. According to local tradition, the Cambria Iron Company donated the steel and bricks. The upkeep of the parish was financed in part by money deducted from paychecks of Polish employees of Cambria Iron in exchange for the priest's aid in securing laborers for the company.

4.19 Dom Polski, 306 Power St., Cambria City. In July 1915, the Polish St. Casimir's Society awarded a contract for the erection of a clubhouse to contractor Charles A. Clawson. Architect Walter Myton planned the first floor to be used for "society rooms and club purposes" and designed the second floor as a ballroom.

political conditions, usually struggles for nationalism, in Europe. The Polish National Alliance, Council No. 832, with a hall at 153 Benshoff St. in Minersville, was founded in 1907; it was originally called the "Free Poland Society" (fig. 4.31).[32]

The steamship agency run by Hungarian Victor Faith at 122-24 Chestnut St. in Cambria City was a very important establishment in the neighborhood (figs. 4.20 and 4.21). Its function as ticket agency and post office served to link the Old and New Worlds. Residents could purchase tickets to return to their old lives, send for relatives to join them in new ones, or send money they earned in their Johnstown "home" to aid those who preferred to stay behind. Victor Faith exemplifies the type of person who made the commitment to stay in America. An entrepreneur who had a varied business roles as a cigar merchant, landlord, hotel owner, and distillery operator, Faith was able to purchase the substantial brick building in 1892 for $400.

While immigrant men worked a ten-to-twelve-hour shift in the mills and mines, their wives often worked longer hours using their homes and the local hillsides to supplement family income. Farmers around Johnstown rented small plots to immigrant families where women kept gardens and sometimes chickens, pigs, or cows.[33] Couples who rented or owned a house often rented bed and board to some of the many single men who did not yet have wives to provide food, clean clothing, and housing. According to the 1900 census, Michael Dupin's unnamed wife took care of her husband, two sons, and nine boarders. They lived at 317 Second St. in Cambria City, a small 26' x 14', two-story frame house (fig. 4.61). The Dupins were listed as Hungarians who had immigrated in 1892. Joseph Komara and his wife were also Hungarian immigrants, but had arrived a few years sooner than the Dupins. In 1887 Joseph bought half a lot at 403 Chestnut St. (fig. 4.22). After the 1889 flood he replaced the original building there with a two-story, double house. In the late 1890s Komara was able to purchase another property on Broad Street, possibly aided by the income from several cows tended by his wife and recorded in tax-assessment records. In 1900 the Komaras were renting one portion of their house on Chestnut Street to a mill laborer who had two children and a wife who was keeping five Hungarian boarders--all employees of the Iron Company. In 1902, Komara built a second two-unit dwelling at the rear of his Chestnut Street lot, facing on to Brallier Alley, and rented this out as well (fig. 4.36).

One block of ramshackle and unsanitary company housing for immigrants adjacent to Cambria City was christened "Rotten Row" by the local newspaper.[34] Other company housing, probably located on Prospect Hill above the Lower Works, was described in 1887 as "surrounded by huge piles of refuse from the furnace . . . . Outside privies built upon vaults, and prominently exposed to the view of the passerby, are located near the houses. The

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[32] Morawska, 172-73, 291, 338-39 n55. John Bodnar, "Immigration and Modernization: The Case of Slavic Peasants in Industrial America," in American Working Class Culture: Explorations in American Labor and Social History, ed. Milton Cantor (Westport, Conn., 1979), 340-41.

[33] Morawska and Weber, 299.

[34] "Rotten Row," Johnstown Tribune (June 6, 1882).

4.20 Victor and Etella Faith House, 122-24 Chestnut St., Cambria City. One of the most striking multi-residential buildings in Cambria City because of its irregular shape and Mansard roof, this ca. 1895 building played an important role in Cambria City history. Etella Faith owned the building in 1895 when insurance maps indicate it housed a grocery. Census records for 1900 list as residents "Hungarian" Victor E. Faith, his wife Aetella, their three sons and two daughters, Ladislav Faith (a brother), a servant, and at least six boarders. According to the census and city directories, Victor Faith worked as a saloonkeeper, a cigar merchant, and a landlord, renting space in this building and in another at 322-24 Second Ave. In 1901 he called this property the "Hotel Victor"; in 1903 it was the home of "Faith and Co. Distillers" and included a steamship agency that served local residents not only as a travel agency but as a mail-service center for communications back and forth to Eastern Europe. Faith sold the property to Andy Bellack for $6,000 in 1926 and it has remained in the Bellack and Twardziak families.

4.21 Victor Faith Building, 322-24 Second Ave., Cambria City. This building was built between 1895 and 1911, probably ca. 1900 when Hungarian immigrant Victor Faith (122-24 Chestnut St.) bought two lots here. The 1900 census recorded several tenants at this address, including Julius Bobusa and his family of five. In 1910 the building was occupied by the John Urabel family of ten, the Metros Nadjar family of two, and fourteen boarders.

4.22 Joseph Komara House I, 403-403-1/2 Chestnut St., Cambria City. Joseph Komara bought this lot in 1887 for $1,000. Komara probably built the present double house after May 1889 to replace the original building lost in the flood. It appears on an 1891 fire insurance map along with outbuildings: an oven, privy, and shed. Komara, who worked as a bartender, also had a significant income as a landlord. In the late 1890s he moved to 117 Broad St. and rented the Chestnut Street property to Hungarian immigrants. In 1900 it was occupied by a steelworker, his wife, and two children, as well as five boarders who were also millworkers. Komara ran a saloon and boarding house at 119 Broad St., and in 1902 he built a second double house at the rear of his Chestnut Street lot. The houses remained in the Komara family until 1972 when Helene Komar McGovern sold them to Armand Cimorelli for $4,500. Stephen Pisarchik and Frank Zack bought the house in 1986 for $5,500.

drainage is surface, there being no escape for slops and other waste matter."[35] The native-born and West European residents of Johnstown perpetually condemned the East Central Europeans for their sanitation practices. The "overpowering filth [of] these small foreign tenements," concluded Nathan Shappee, helped build a wall between the two groups. "Johnstowners had been breathing cinders and the stench from the rivers and open sewers for almost fifty years," Shappee relates, "but, somehow, foreign dirt seemed indecent."[36] Johnstown, once a city of foreigners, treated its newest residents as a necessary evil.[37]

By 1892, tax-assessment records show that company housing in Cambria City had been demolished or sold off. In Minersville, however, the company presence remained strong (fig. 4.23). The Hoover and Hughes contracting company built sixteen houses in Minersville for Cambria Iron in 1881, and in 1889 the company began a new spate of construction. A 1911 inventory of company property recorded thirty-seven houses in the neighborhood. They each had five rooms, running water, and a "closet"--a privy set at the back of each lot--and rented for $5.40 per month (figs. 4.24-4.28).[38]

Many of these houses are still extant. They are two-story, two-unit dwellings with horizontal wood siding, stone basements, and gable-front roofs. Most are located along each side of Iron Street. In 1900 the tenants of 227 Iron St. were James Cosgrove, his wife and five children (fig. 4.35). Cosgrove had come to America in 1870 and worked as a stamper in the bloom mill. His next-door neighbors in the other half of the house (229 Iron St.) were John Sullivan and his wife and four children. Sullivan, who also worked in the bloom mill, came to America from Wales in 1882. The ethnicity of these men reflects the slower pace at which Minersville was changed by East European immigration. It was not until after World War I that the neighborhood gained a larger East European population.[39]

In the 1910s the Cambria Steel Company began selling off the dwellings on the north side of Iron Street, and in the 1940s Bethlehem Steel sold the remaining properties on the south side. They are now all privately owned. Today, Minersville consists mainly of Honan Avenue and Iron and Benshoff streets. There are only a few homes left along Connelly Street. The neighborhood is strikingly different from Cambria City. It is much smaller, but its buildings are much more spread out; its topography and street pattern are very different and, unlike Cambria City which has no remaining company housing, many of the houses are identical in

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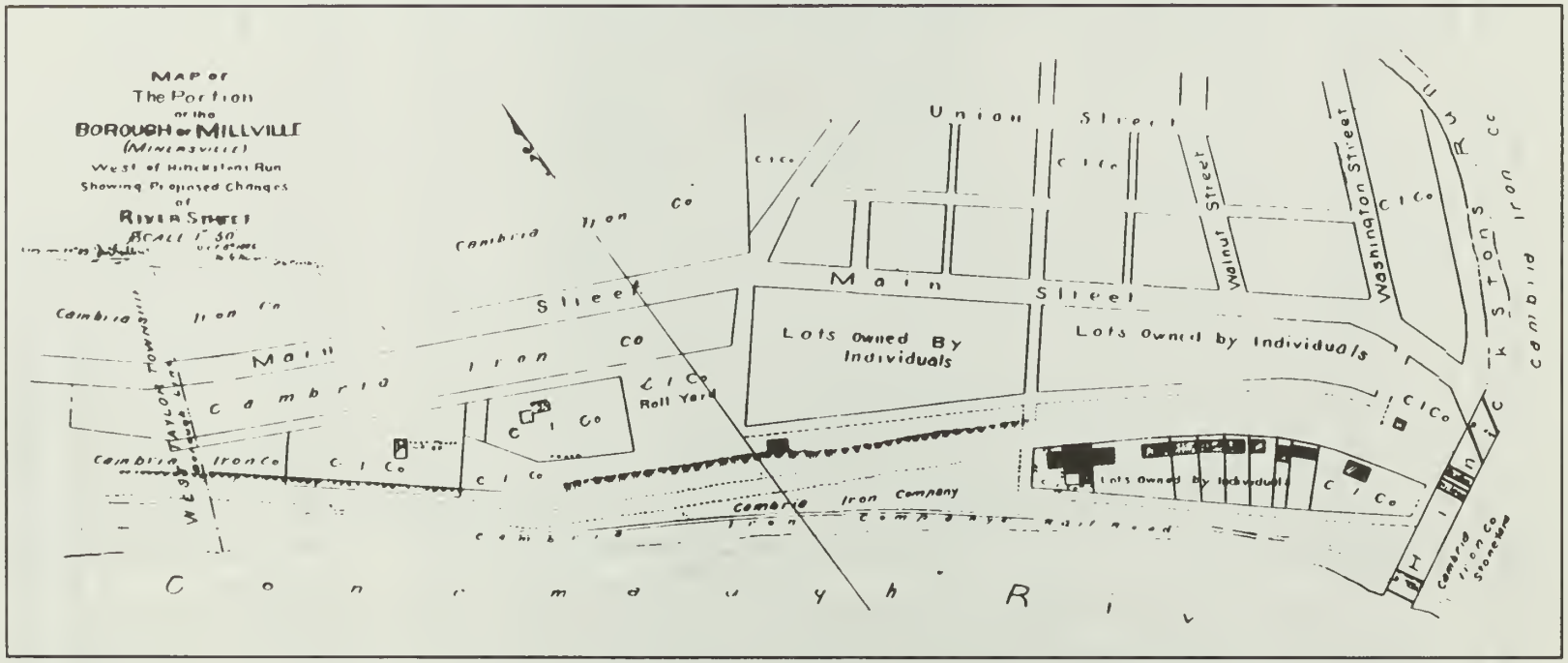
[35] Joel B. McCamant, Bureau of Industrial Statistics, Annual Report, Part III, 14 (Harrisburg, 1887), 20, quoted in Shappee, 274-75. Morawska, 93.

[36] Shappee, 583-84.

[37] Morawska, 101.

[38] "Building in Johnstown and Surroundings," Johnstown Tribune (January 3, 1882). "Tenements" folder: Welfare Work 1911: box. Cambria Steel, Acc. 1699, BSC, Hagley Museum, Wilmington, Del.

[39] "Minersville faded, not finished," Johnstown Tribune-Democrat April 7, 1985.



4.23 M.G. Moore, Map of the Portion of the Borough of Millville (Minersville) West of Hinckston's Run. This 1886 map shows the extent of Cambria Iron Company's presence in Minersville. *Collection: Johnstown Flood Museum.*

4.24 Cambria Iron Company houses on the north side of Iron Street, Minersville.

4.25 Cambria Iron Company House, 195-97 Iron St., Minersville. No. 195-97 Iron St. is distinguished from the other Minersville company housing of the same plan by its Tuscan porch columns. It was transferred to private ownership relatively early, in 1892, to John L. Dowling who then sold it to Patrick Connelly in 1896 for $1,800. He lived on Connelly Avenue in Minersville and owned a general merchandise store at 141-43 Connelly Ave. Connelly rented the property to a succession of East European immigrants who worked in the mills and coal mines.

4.26 Cambria Iron Company House, 203-05 Iron St., Minersville. One of thirty-seven company houses built in Minersville between 1889 and 1911. In 1900, 203 Iron St. was rented to Jacob Smith, a laborer in the axle plant. Smith, his wife, daughter, his father-in-law and brother-in-law shared the five-room house. Edward Cauffield and his wife lived in the other half of the dwelling the same year. The house continued to be rented by the steel company until 1946 when Bethlehem Steel sold it to Robert E. Miller.

4.27 Cambria Iron Company House, 248-50 Iron St., Minersville. No. 248-50 Iron St. was part of a series of company houses built by Cambria Iron in Minersville after 1889. Each half of the building contained five rooms, a water closet, and running water and rented for $5.40 per month. John Martinek purchased this house in 1914 for $1,500, the standard price for these double houses.

4.28 Cambria Iron Company House, 272-74 Iron St., Minersville. This house is one of thirty-seven houses built in Minersville by the Cambria Iron Company between 1889 and 1911. It was purchased from the company in 1918 by John E. Kelly, a company foreman.

4.29 James Connelly House, 159 Iron St., Minersville. This striking Mansard-roofed house set on a corner lot at the entrance to Minersville was built ca. 1884 for the Connelly family. By 1900 the Connellys had moved out of the house and were renting it to D. Dynon, a railroad watchman, and his wife and daughter.

4.30 McCreary House, 169 Iron St., Minersville. This house was built in 1891; Amos and Alma McCreary sold it the next year to Catherine and Michael Harrington. Harrington was a native of Ireland and a laborer in the steel mill. In 1910 the census recorded that he and his wife had eleven children ranging from age 2 to 21. They sold the house to Frank and Catherine Skala in 1923.

form, although individual owners have by now added individual changes. The neighborhood's public school has been torn down, and the saloons and stores have vacated the old business district near the former entrance to the Lower Works.

Privately built houses in Minersville and Cambria City are as varied as the number of ethnic groups who lived in them (figs. 4.29 and 4.30). The majority are two-story, wood-frame buildings, but they range from two to four bays with side-, front-, or cross-gable roofs. The survey of all the buildings in Cambria City and Minersville confirms some general impressions. There are 195 houses in Cambria City, ninety-seven in Minersville. The houses are overwhelmingly wood frame: 94 percent in Cambria City, 99 percent in Minersville. Most of the wood structures were probably originally covered with wood cladding, but only about one-quarter of them are today. Instead, asbestos (especially in Cambria City), asphalt (especially in Minersville), aluminum, and vinyl sidings cover two-thirds of the wood-framed houses today. The houses are mostly two and two-and-a-half stories; one-story houses are rare. The roof shapes are mostly gable. The side-gable roof, where the ridgeline is parallel to the street, is most popular in Cambria City, whereas the front-gable roof, with the ridgeline perpendicular to the street, is favored in Minersville. The majority of houses in both neighborhoods are designed to accommodate a single family, but 27 percent of Cambria City houses and 46 percent of Minersville houses are two-family.

The inhabitants of these houses endured discrimination, hard work, and long hours, for America promised the opportunity to earn a better living, own a home, and build a better life than they could foresee in the villages of Eastern Europe. These dwellings reflect their ability to adapt to the challenging hardships they found in Johnstown, and at the same time reflect the increased importance given to a sense of community and tradition as a counter to the bewildering situation.

BUILDING SURVEY SAMPLE:[1]
MINERSVILLE

4.31 Polish National Alliance Building, 153 Benshoff St., Minersville. This building was constructed after 1913. It accommodated the Minersville Polish National Alliance Council No. 832--founded in 1907 as the "Free Poland Society"--as well as the Polish National Alliance Woman's Lodge No. 2125, organized in 1920, and the White Eagle Orchestra, begun in 1928.

4.32 Denis Roach House, 215-17 Honan Ave., Minersville. Denis Roach purchased this lot at the corner of Honan Avenue and Benshoff Street from Benjamin Benshoff in 1885. The 1900 census recorded that he was a 46-year-old steelworker who immigrated from Ireland in 1877. He and his wife had five children. Also that year Roach rented the No. 215 half of his house to 29-year-old John Conaway and his family. Following the typical local pattern of transition from Irish to East European ownership, Catherine Roach sold this house in 1925 to Michael Ondrejik for $2,650.

4.33 Benjamin Benshoff House, 144-46 Iron St., Minersville. This house was built in 1883 for Benjamin Benshoff, an important Minersville landowner. At the end of that year he sold the building to Michael Lynch, a "buggy man," and his wife Bridget for $2,100. The Lynch family lived in and rented the double house through the first decades of the twentieth century. It was listed variously as the City Hotel and tenements. The Stavras family bought the building in 1946.

4.34 James P. Burns House, 171-73 Iron St., Minersville. In 1891 this property was sold by Thomas and James Minahan to James B. Burns; and in 1895 a Sanborn fire insurance map recorded this building as the two-story Arlington Hotel. The building's mixed use as a saloon and residence is longstanding; the 1900 census listed James Burns as a 46-year-old saloon keeper, father of six children.

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[1] These building histories and descriptions were compiled from those prepared by the Cambria City/Minersville survey team. The photographs reproduced here were taken by team members; those in the text by HABS/HAER photographer Jet Lowe. The building histories are based on a variety of sources including tax, deed, and census records; Sanborn insurance maps, and church histories.

4.35 Cambria Iron Company House, 227-29 Iron St., Minersville. One of thirty-seven identically planned houses built in Minersville by the Cambria Iron Company after 1889. James Cosgrove, an Irish immigrant who worked as a stamper in the bloom mill, his wife and family were living in half of the house by 1893. Living next door were John Sullivan and his family. Sullivan came to America in 1882 and also worked in the bloom mill. This house was one of several Minersville Company houses sold by Bethlehem Steel in 1946.

CAMBRIA CITY

4.36 Joseph Komara House II, 403 Brallier Pl. (rear 403-403- 1/2 Chestnut St.), Cambria City. This double house was built as a rental property in 1902 by Joseph Komara who operated a saloon and boarding house at 119 Broad St. It was apparently modeled after the house on the Chestnut Street side of the lot, built about 1890, where Komara lived for a few years before moving to 117 Broad St. Construction of rental properties at the rear of lots was common in Cambria City and was considered an extension of the practice of boarding fellow immigrants in one's own home. This desire for more residential space and the need for more income is manifested in asymmetrical and eccentric rear additions to houses, and in the single and multi-unit residences squeezed along Cambria City's narrow Brallier and Cambria alleys.

4.37 Samuel Pollak Meat Market, 314-16 Broad St., Cambria City. Samuel Pollak commissioned this building in 1905 from Johnstown architect Walter Myton, who also designed buildings for Cambria City's parishes of St. Casimir and St. Stephen. Pollak used the building for offices and a meat market. Paul S. Hornick bought the property in 1921 for $38,000 and installed a hardware store. The Hornick family still owns the building but now specializes in sporting goods.

4.38 George Wagner House, 418 Broad St., Cambria City. George Wagner came to America from Germany in 1853. He probably built this house about 1865 when he was listed in tax-assessment records as owning a house in Cambria Borough. He was recorded in the 1880 census as being 50 years old with seven children between the ages of 3 and 19. His oldest sons were working in the coal mines and steel mill. In 1919, Anna Ritter, one of Wagner's daughters, inherited the property and it remains in her family.

4.39 Croatian Hall (Hrvatska Dvorana), 612 Broad St., Cambria City. The St. Rochus Catholic Church Lodge No. 5 of the Croatian Fraternal Union built this hall in 1920. The lodge was founded in 1894 to organize Croatian residents to build a Croatian Catholic Church. This strategy of first forming a social organization as a mutual-aid society and then accumulating the resources to build a church was a common one among Cambria City's immigrant population. The first Croatian lodge building was at Seventh Avenue and Bradley Alley in Cambria City. Their church at 800 Broad St. was completed in 1901.

4.40 St. Columba's Rectory, 916 Broad St., Cambria City. The parish of St. Columba's built this rectory about 1890, after its first church on Chestnut Street was completed. In 1895 there was a wooden porch on the west half of the main facade. By 1913 it had been extended halfway around the west side of the house. The porch was removed sometime after 1949. The house still serves as a parish rectory.

4.41 George and Catherine Lorditch House, 202 Chestnut St., Cambria City. George Lorditch came to Cambria City about 1863. Tax records indicate that this house was constructed in 1867, although it could date to after the 1889 flood. Lorditch worked as a puddler in the steel mill, but sometime before 1880 he began a small cigar factory selling tobacco, snuff, and pipes. The building's corner entrance indicates this former commercial use. The Lorditches had one daughter and four sons: John helped his father as a tobacconist, Joseph was a shoemaker, and Michael a laborer. In 1900 the Lorditches, their widowed daughter Mary Bopp, and their son Joseph, a teamster, and his family all lived at 202 Chestnut St. In 1913, after the parents' death, their children sold the property to the Staroszak family.

4.42 Paukratz Bratz House, 207 Chestnut St., Cambria City. Tax-assessment records date this house to 1885. It appears to have been built by Paukratz Bratz, the owner prior to 1892 when his heirs sold the lot to Martin Fish for $840. In 1900 Fish was renting the house to Charles Ramesdorfer, a 36-year-old laborer from Hungary who had been in America for eight years. Ramesdorfer's wife, to whom he had been married for twelve years, joined him in America in 1896 after four years of separation. Fish's widow, Catherine, bequeathed the house at 207 Chestnut St. to St. Mary's Immaculate Conception Church, which in turn sold it to Victor Faith (122-24 Chestnut St.) in 1906.

4.43 Mannechor Singing Society Hall, 210 Chestnut St., Cambria City. German workers at the Cambria Iron Company formed the Cambria City Mannechor ("male chorus") in 1868. Their first hall was destroyed in the 1889 flood. This building was constructed ca. 1899; the brick addition on the front was built between 1911 and 1913. The Mannechor used the building until about 1923, when it was sold to private individuals. A Polish singing group, Poliskiej Miadziezy Kolko (KMP Singing Society Choir No. 117), composed of parishioners at St. Casimir's Catholic Church, met in the building from 1926 to 1978.

4.44 John and Anna Maria Stenger House, 313-15 Chestnut St., Cambria City. John and Anna Maria Stenger owned a house in Cambria Borough as early as 1863. They purchased this property in 1867, and erected the building within a year. They sold it for $2,500 in 1900 to John Brindza (or Brinza) who rented out both sides of the house--315 Chestnut to engineer William Dorian and his family of three, and 313 Chestnut to mill laborer Edward O'Neill.

4.45 Chestnut Street Public School, 500 Chestnut St., Cambria City. In 1891 J. Burkhard sold a Chestnut Street lot to the school district of the City of Johnstown. The first public school in Cambria City, a two-story brick building, was built there in 1894. The school district erected this building in 1921 on lots adjoining the original building, which has since been demolished. In the 1950s, the city occupied the building for offices. It is now vacant and owned by a private company.

4.46 John Casper and Elizabeth Roth House, 601-601-1/2-603 Chestnut St., corner Sixth Avenue, Cambria City. John Casper Roth and his wife Elizabeth came to the United States from Germany in 1864. They purchased this property from Henry Abt in 1871 for $1,140. According to an 1887 city directory, Roth was an employee of the Cambria Iron Company. An 1891 insurance map shows one house on the Roths' lot. It is unclear whether this was the original building dating from their 1871 purchase or was a post-1889 flood reconstruction. By 1895 they had added a second, contiguous structure. In 1900 Elizabeth Roth, now a widow, and five of her children lived in the first house. She rented half of the second to a Hungarian family of four and their two boarders; the second half to a family "from Pennsylvania." The men in both rental households worked in the steel mills.

4.47 Holy Cross Evangelical Lutheran Church, 711 Chestnut St., Cambria City. The Holy Cross Evangelical Lutheran congregation was formed in 1914. That year its members, predominantly Slovakian, purchased a house that they remodeled for use as a church and school. They established a building fund for a new church in 1921 and were able to erect the present brick church in 1932. The congregants did much of the labor themselves, holding construction costs down to $23,000.

4.48 St. Rochus Croatian Catholic Church, 800 Chestnut St., Cambria City. This Croatian parish was founded in 1894. Members of the Croatian Fraternal Union, Lodge No. 5 helped finance the present church building, completed in 1901, and also supported a parochial school and convent. Another affiliated organization was the Croatian Educational Society (1913), which evolved into Rodoljub, a singing society that met at 318 Chestnut St.

4.49 John and Eva Wass House, 813 Chestnut St., Cambria City. The Wass family had arrived in Cambria City from Germany by 1869 when the city directory noted the senior and junior John Wass, both miners, as living in a boarding house on Walnut (now Power) Street. By 1880 the younger John Wass had married Eva and had four children. They purchased this property from Margaret P. McConaughy for $600 in 1891 and built the house soon after. The 1900 census listed John and Eva, son Louis (a millhand), daughter Anna (a dressmaker), five younger children, and a boarder as residents of 813 Chestnut St. John Wass III inherited the house in 1929. It was sold in 1938 to Andrew Migas, a Slovakian steelworker, and has remained in the Migas family. This history of ownership presents a specific instance of Cambria City's general transition from a population of German to East European immigrants.

4.50 Hungarian Reformed Church, 822-24 Chestnut St., Cambria City. Adherents of the Calvinist Reformed Church of Hungary began to organize a congregation in 1896 and completed construction of this church in 1902.

4.51 Albrecht and Josephine Greiner House, 902 Chestnut St., Cambria City. Albrecht Greiner, a German stonemason, arrived in Cambria City about 1882. He bought this lot in November 1889 from Margaret P. McConaughy for $900. Albrecht died sometime before 1900. The 1910 census lists his widow, Josephine, their daughter and son-in-law, a "paperhanger," and son Benedict, a "crane runner" in the steel mill, as residents of this address.

4.52 St. Columba's Convent, 915 Chestnut St., Cambria City. St. Columba's Convent was built in 1900 for the nuns who taught in the adjoining parochial school. Today it serves as the church activity center.

4.53 St. Columba's Roman Catholic Church I, 917 Chestnut St., Cambria City. St. Columba's Roman Catholic Church was the first church built to serve the English-speaking people of "lower Johnstown." It was named for an Irish saint because the majority of the parishioners were Irish immigrants who settled in Cambria City when it was founded in the 1850s. This building was completed in 1888 and used as a combination church and school. It was one of few Cambria City buildings to survive the 1889 flood and it was used as a morgue for flood victims. When St. Columba's parish built a larger church in 1913, this building was converted to classroom use. It is still used as the West End Catholic School.

4.54 August G. and Louisa Mayer Building, 410 Eighth Ave., Cambria City. According to the 1911 city directory, August G. Mayer had two meat markets in Cambria City at 220 and 512 Broad St. They were supplied from this building, constructed in 1908 as a slaughterhouse and sausage factory. When his widow, Louisa, died in 1934, she willed "the slaughterhouse and four houses on Chestnut Street" to Julius Szaltzer, apparently a son-in-law. He died the same year and left the property to Margaret Mayer McWilliams. In 1975 her executors conveyed the property to James J. Hogan in trust for the St. Rochus Congregation, Cambria City.

4.55 St. Casimir's School, 400 Fifth Ave., Cambria City. St. Casimir's parishioners began teaching their children in 1903 in the basement of their partially constructed church. After a few years a search was launched for more professional instructors. In 1912 the Franciscan Sisters of Kunegunda, Polish-speaking nuns from the Archdiocese of Chicago, arrived in Cambria City. St. Casimir's again hired architect Walter Myton to design a separate school building that opened the next year. It was expanded in 1925.

4.56 European Hotel, 313-15 Fourth Ave., Cambria City. This building was constructed in 1923. It was operated by Anna E. Gaydos as the European Hotel until 1932 when it was seized by the county sheriff. The Gaydos family reacquired it in 1934 and reopened it as the Ambassador Hotel. Armand Cimorelli purchased it in 1946 when it was called the Cambria City Hotel.

4.57 St. Mary's Greek Catholic Rectory, 413 Power St., Cambria City. St. Mary's rectory was built in 1907 for Father Csucska. The current priest, Father Sabo, decided that it was too large for him and turned it over to the Sisters of St. Basil who teach in the parochial school next door.

4.58 St. Casimir's Rectory II, 501 Power St., corner Fifth Avenue, Cambria City. In 1911 St. Casimir's parish purchased two lots from John Ignatz and John Bombera for the site of a new rectory, at a total cost of $4,500. The Walter Myton building was finished the next year and occupied by Father Deminski, who turned the first rectory over to the Sisters of Kunegunda.

4.59 St. Casimir's Rectory I, 511 Power St., Cambria City. St. Casimir's Rectory was built in 1902 and served as parish rectory until 1912 when it was converted into a convent for the Sisters of Kunegunda. Today it is the home of the retired parish priest.

4.60 William Fehse House, 521-23 Power St., Cambria City. William Fehse was a German immigrant to Cambria City who worked as a mill laborer and owned a store and restaurant at 802 Chestnut St. He built this double residence as a rental property in 1899. In 1900 he rented No. 521 to August Fish, a Hungarian coal miner, and his family. In 1910 his tenants included Edward Rogers, an Irish railroad engineer, and his family; and Martin Alberter, a German coal miner, his family, and one servant. The property remained in the hands of Fehse's children until 1953 when it was sold to the Rozmus family.

4.61 Matilda Pesch House, 317 Second Ave., Cambria City. Matilda Pesch built this house between 1895 when she purchased the lot from Cambria City businessman August G. Mayer (410 Eighth Ave.) and 1900 when it was rented by Michael Dupin, a laborer from Hungary. Dupin and his wife, Cecilia, came to the United States in 1892-93. In 1900, they had two sons and were keeping nine boarders. In 1910 census takers recorded that the house was rented by Hungarian immigrants Andrew Petlauski and his wife Lizzie. Andrew, 28, came to America in 1902 and spoke only Magyar. Lizzie, who could speak English, arrived in 1906. They had two young daughters and kept six boarders, all Hungarian mill laborers. By 1919 ownership had passed to Samuel Pollak (314-16 Broad St.) who sold it in that year to Julius Pieger for $6,000.

4.62 Germania Brewing Company Building, 200 Sixth Ave., Cambria City. The Germania Brewery was built in 1907. In 1910 there were six breweries in Johnstown; three, including Goenner's at Third Avenue and Power Street and the Pittsburgh Brewery at 419 McConaughy St., were in Cambria City. With the onset of Prohibition in 1919, the Germania Company sold the building and all machinery to Louis Zang for $38,000. Zang then sold it to the Ferguson Packing Company. The property was seized by the county sheriff in 1930. It had several other owners before it was purchased by the Morris Electric Supply Company (after 1970 the Morris Paper Company, and after 1977 the Hammermill Paper Company) in 1946.

CHAPTER FIVE

WESTMONT

WESTMONT
The Desirable Resident Part of Johnstown

A few minutes' ride, costing less than a cent, carries the resident of WESTMONT far above the noise, smoke, and dust of the city into the pure country air and bright sunshine of that charming suburb. When he makes his descent into the thick, smoky fog of the valley his family is left in enjoyment of the morning sunshine, which will not reach the less fortunate town people for an hour or more. . . . No long rides, no five-cent fares, no wading through mud to reach your house, no ill-smelling sewer or river to poison the air you breathe, no distracting noises to disturb your sleep. In summer, birds and grass and flowers on every side; in winter, less fog and slush and slop than in the city--no street filth to wade through and track into the house; and two or three hours more daylight. Some people have been enjoying these advantages for years; ask them about them.

For Further Particulars Inquire Of
F. M. Buchanan,-- --Superintendent[1]

As advertised, Westmont, situated on a plateau 570 feet above the city of Johnstown, became a serene residential community isolated from the unpleasantness of the industrial city below. Yet, it was the activity of industry and the labor of those who lived amid the accompanying pollution and congestion that made the serenity and isolation of Westmont possible. The director of all this activity, the Cambria Iron Company, orchestrated the development of the hilltop community.

The Westmont site was purchased by John Yoder of Mifflin County, Pennsylvania, in 1793. The tract was afterwards referred to as "Yoder Hill." John Miller acquired four hundred twenty-four acres of his vast parcel for $1,200 in 1817. After changing hands several more times, the land was purchased by the Cambria Iron Company as farm and pasture land for the horses and mules used in its mills and mines.[2]

In 1885 the company sold 100 acres on Yoder Hill to the Citizens' Cemetery Association for $75 per acre. The sale was typical of the company's paternalistic role. General Manager Daniel Morrell took a special interest in planning the ambitious Grandview Cemetery. He ordered John Fulton, Company mining engineer, to survey and build a road up the difficult

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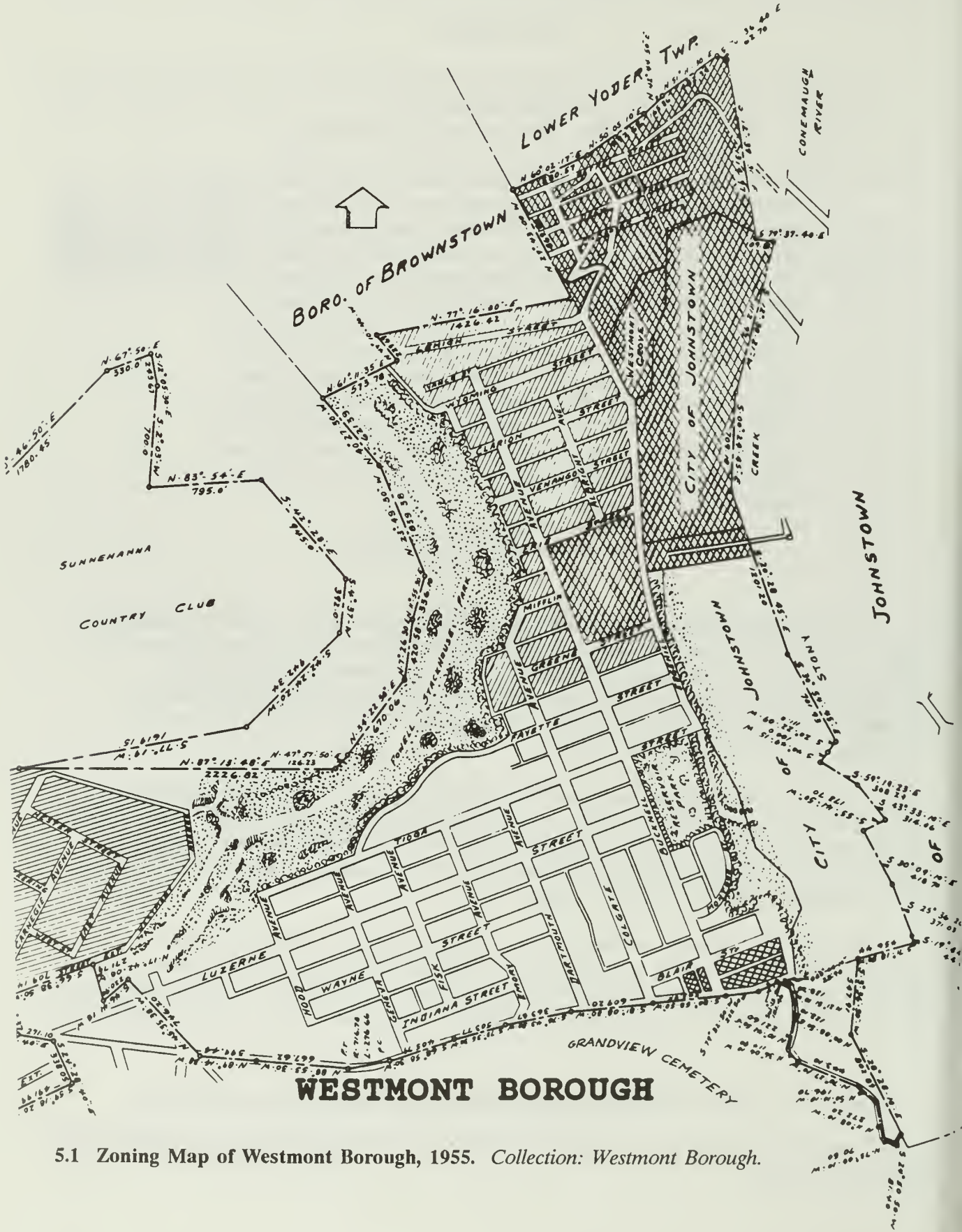
[1] Advertisement in Catalogue of George Wild, Architect, Johnstown, Pa., Including a History of Johnstown (1898).

[2] Nathan Daniel Shappee, "A History of Johnstown and the Great Flood of 1889: A Study of Disaster and Rehabilitation" (Ph.D. diss., Univ. of Pittsburgh, 1940), 22. Richard A. Burkert and Eileen Mountjoy Cooper, Uphill All the Way: Johnstown and Its Inclined Plane (Johnstown, 1985), 5.



5.1 Zoning Map of Westmont Borough, 1955. *Collection: Westmont Borough.*

terrain from Johnstown to the hilltop. In all likelihood, he recommended that the association commission Charles Miller of Miller and Yates, Philadelphia-based landscape architects. Miller had designed the 1876 Centennial Exposition grounds in Philadelphia. As a U. S. representative and chairman of the committee on manufactures in 1870, Morrell introduced the motion to host the Centennial and was head of its executive committee. Morrell's wife and that of another prominent company man, James McMillen, each contributed $3,000 to the Cemetery Association for the construction of a chapel and stone gateway.[3]

After the 1889 flood, Cambria Iron realized another chance to act as benevolent caretaker. It purchased the adjacent Mulvehill farmland for $20,178.75 and hired Miller and Yates to design a model suburb. On July 25, 1889, the Johnstown Tribune announced plans for a "new town on Yoder Hill." The company proposed to call the town "Tip-Top," the paper reported, and it had acquired the 500 or 600 acres in the tract "with a view of furnishing cheap and convenient building sites for homes for their employes and others." Including the $24,917.25 paid earlier for company farmland, the total expenditure for land was $45,150. By 1912, the cost of "improvements" to the site amounted to approximately $207,933, so, by that year Westmont had cost the company $253,082.52. Net sales of $389,469.88 resulted in a generous profit of $136,387.36.[4]

Miller implemented a rough grid plan, bisecting each block with a 20'-wide longitudinal alley. Lots generally measured 50' x 150'. Luzerne Street was 80' wide, while all other streets had a width of 60'. Edgehill Drive received the most descriptive name; the perpendicular streets to Edgehill were named after Pennsylvania counties; the streets parallel to Edgehill were named numerically and called "avenues." Later, the numerical avenues were renamed after colleges.

At the time of the company's purchases, the area was sparsely populated by small farms. Examples of original farmhouses may still exist, but they could not be positively identified: the dwelling at 120 Blair St. and the double house at 44-46 Bucknell Ave. are likely candidates (figs. 5.38 and 5.39). These two houses were the only ones shown in the area south of Luzerne Street on the 1892 map of Westmont, and general appearance indicates they might pre-date 1889.

The pastoral quality of Yoder Hill attracted city residents for picnics and horse racing. What is now the broad, tree-lined Luzerne Street was formerly the vertical axis of a late nineteenth-century horse-racing track that covered the area presently encompassed by Tioga and Wayne streets and Dartmouth and Hood avenues. The Johnstown Driving Park was founded in 1893, at a meeting at Master's Livery Stable in Johnstown with a capital stock of $25,000. H.Y.

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[3] Shappee, 22, 67, 133-34. Fulton, Autobiography, IV:8.

[4] Shappee, 586-88. "New Town on Yoder Hill," Johnstown Tribune, 25 July 1889. "Statement of Westmont Real Estate From Beginning of Operations to November 30, 1912," "Cambria Steel Co., Westmont (General) 1911-1912," box: Westmont Borough, Cambria Steel, Acc 1699, BSC, Hagley Museum, Wilmington, De.

Haws, owner of the city's brickyard, served as president, with other prominent citizens serving as officers and on the board of directors.[5]

The twenty-eight acres that comprised the racetrack area were rented from the Cambria Iron Company at a nominal sum for ten years. The racetrack, which opened in 1893, was one-half mile long and 60' wide, and was enclosed by a wooden railing. The horses were housed in fifty first-quality stables. A separate building included the secretary's office, a private dining room, and a public dining room measuring 20' by 60'.[6] A day at the races was a festive occasion. To avert boredom between heats, a variety of entertainments such as hot-air balloon launchings, chariot racing and parachute jumping added to the excitement.[7]

The racetrack parcel was divided and sold as homesites by 1907, but picnicking in Westmont remained popular for decades. The 1911-12 city directory lists under parks the "Pic-Nic Grounds at Westmont." In 1918 a group of Cambria City families formed the "Land-grabbers Club" and pooled their money to purchase a Westmont site where they could enjoy picnics in the countryside.[8]

The area also attracted more formal and better-financed recreational organizations. In addition to the racetrack, there was the Westmont Tennis Club, sponsored by the Cambria Steel Company, and the Johnstown Country Club, which originated in 1895 when a small golf course was laid out by Westmont residents. In 1903, 120 acres were donated by Cambria Steel for completion of a nine-hole course. Four years later the course was forfeited to further residential development, and a replacement course was constructed south of the old one. The company appointed the majority of the Club's board of directors, maintained the links and grounds, and constructed a rustic "mission-style" clubhouse finished in fieldstone and shingles. According to a 1912 Iron Trade Review article, this patronage was undertaken "to afford the young men of Johnstown, especially those employed in the Cambria works, an opportunity for outdoor sports and other amusements."[9]

As the residential core of old Westmont continued to expand, these recreational areas on the periphery were absorbed or shifted elsewhere. The clubhouse of the Johnstown Country Club, located along Menoher Boulevard on the Southmont-Westmont border and now known as "Ye Olde Country Club," is still in use, but its grounds are small. It was superseded by the Sunnehanna Country Club built in the 1920s west of old Westmont, but now within the

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5 "Early Athletic Field, Race Track at Westmont," Johnstown Tribune-Democrat November 21, 1953, p. 23. "Johnstown Driving Park Association," Johnstown Daily Democrat, 1894 souvenir issue, JPL.

6 Ibid.

7 Ibid.

8 Interview with an elderly lady whose father was a member of the club, and who remembers the Westmont picnics.

9 "Helping the Workingmen to Help Themselves." The Iron Trade Review (6 June 1912): 1218-19. See photograph of the Clubhouse in Souvenir Seventeenth Annual Convention, League of Cities of the Third Class, August 29-31, 1916, Johnstown, Pa., p. 43, JPL.

borough's borders. The Sunnehanna Clubhouse was designed by Westmont architect Henry Rogers.[10]

Charles Miller's design for Westmont, and Cambria Steel Company's execution of it, preserved the area's rural, pastoral, and wooded atmosphere. Miller employed a simple grid pattern for the streets, but the Cambria Steel Company lined them with a variety of trees of which the "Elm Grove" along Luzerne Street is the best-known example (fig. 5.2). Correspondence with nurseries in eastern Pennsylvania and New Jersey and the state department of agriculture reflects the care taken by the company in selecting and maintaining the trees. Dudley T. Corning, head of Cambria Steel's mining department, consulted with specialists about a caterpillar that was defoliating the elm trees and, at one point, asked whether it would be advisable to use coal tar direct from company coke ovens "for painting the wounds of trees."[11]

Miller's concessions to Yoder Hill topography included Edgehill Drive, which follows the contours of the plateau's edge and provides a spectacular view of the valley below. This area became the site of Charles S. Price's prestigous home at 510 Edgehill Dr. and several other imposing homes occupied by company executives (figs. 5.3, 5.45, and 5.46). Miller also designed the streets to go around the two mounds near Edgehill, not slating them as homesites. Instead, the hill at the head of Luzerne Street was reserved for a reservoir and park; the hill two blocks north along Edgehill Drive was planned as the site of a resort hotel that would overlook the city of Johnstown. The hotel was never built and the area now includes tennis courts, ballfields, and a playground. The hill is known locally as "the Mound," reputedly an Indian burial site, but historical sources do not support this lore.[12]

The hotel site was planned for the top of the inclined railway leading up from Johnstown (fig. 5.4). Easy access to the hilltop suburb was the single-most influential reason for its rapid growth. At best the hillside roads were steep and energy-consuming. In winter months and muddy weather they were often impassable. Building lots could be promoted, but without access to the city and the mills there would be few prospective buyers. In fact, the sale of lots was slow until the Cambria Steel Company completed the incline railway in June 1891. Two counter-balanced cars, accommodating pedestrians and wagons and teams, made the trip up or down the hill every five minutes, and by August 1891 they carried an average of 1,300 passengers each day.[13]

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[10] "Walter R. Myton--Biographical Information and List of Known Works," typescript, n.d. JFM.

[11] "Cambria County Historic Sites Survey, Johnstown Inventory," Redevelopment Authority of Cambria County, 1977, Card No. 121-WB-062. "Westmont Borough Parks and Plantings, 1909-1915" file, box: Cambria Steel Acc. 1699, BSC, Hagley Museum, Wilmington, Del.

[12] Fulton, Map Showing Westmont. . ., 1892. Shappee, 17-20, dispels the myths about Johnstown's Indian past. For an early plan of Westmont similar to, but not identical to the one actually executed, see Miller and Yates' plan of Westmont Borough, JFM.

[13] Burkert and Cooper, 6-11. The 1889 Johnstown city directory, p. 39, described Kernville Hill as "the hill to the West of the 5th and 6th Wards. Grandview cemetery is at the top of this hill. Most of the wood land and farming land of that vicinity belong to the Cambria Iron Co."

5.2 Luzerne Street, looking west, Westmont.

5.3 Charles S. and Sarah (Haws) Price House, 510 Edgehill Dr., Westmont. This massive, rustic-styled house occupies one of the most prominent sites in Westmont. It was built shortly before 1892 as the home of Charles S. Price, Cambria Iron Company general manager. Before moving to Westmont, Price lived at 112 Main St., another address that, at least before the damage of the 1889 flood, carried some prestige. Price was an Episcopalian and a Republican, and served as a Westmont councilman and as school controller.

5.4 Map of Westmont Borough, May 27, 1892.

Collection: Egin Corporation, Johnstown.

The transition from rural area to model suburban community was speeded by the incline, but the company had instituted ordinances and restrictions to control development. Deeds from Cambria Iron to each homeowner contained clauses barring the operation of tanneries, distilleries, public houses and any business deemed to cause a public nuisance. The Johnstown Tribune reported that the company would prohibit the sale of liquor in the borough "as it is proposed to make this a place of homes." The borough's ordinances were intended to sanitize the sights, smells, and sounds of the neighborhood. There were restrictions on storing building material on the streets and on the small-scale animal husbandry practiced by late-nineteenth-century suburbanites: "Any person who shall willingly suffer his cow, horse, mare, gelding, mule, hog, or goat to run at large within the Borough" was subject to a fine or impoundment of the animal.[14]

According to local oral history, Westmont was divided into two sub-neighborhoods based on social status and income. The more affluent southern section was referred to as the "dinner side," while the northern area bordering Brownstown was called the "supper side."[15] Cambria Iron Company was also responsible for this division, for it constructed a number of identical, modest double and single houses in the northern section to rent to company miners and millhands. Yet, perhaps to compensate for this concentration of company housing, Cambria was also careful to build modest and mid-range houses scattered around the borough, both for rent and for immediate sale. Some of these were advertised as five- and six-room houses "much more attractive than any ever before built by the company. They will all have nice porches in front, gables shingled, and finishings generally in the Queen Anne style." They would be sold "on easy payments," the Johnstown Tribune reported:

> thus affording people in ordinary circumstances an opportunity to obtain their own home. It is certainly a very creditable move on the part of the company, and no doubt many a poor man in days to come, when he has his little home paid for, will bless the officers of the corporation who planned the scheme by which he was enabled to secure it.[16]

In 1892 the newspaper announced another "opportunity for people of limited means to secure a home" in Westmont. The company had established a fund from which they would build and finance homes for people who paid for their own lots.[17]

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[14] An Ordinance for the Government of the Borough of Westmont (Johnstown: G.Swank, 1893), 22, JFL. "New Town on Yoder Hill," Johnstown Tribune July 25, 1889.

[15] Burkert and Cooper, 11.

[16] "Houses in Westmont," Johnstown Tribune October 4, 1890, p. 1. The article reported that a contract for twenty-five houses had been awarded to Hoover, Hughes & Co.

[17] "Prosperity of Westmont," Johnstown Tribune May 23, 1892.

Although the buildings in Westmont seem diverse in size, style, and the residents they housed, in fact they are quite similar. First, they are nearly all houses: of the 563 buildings surveyed, 553 were residential. Second, nearly half the houses were built over a fourteen-year period: 270 were constructed between 1889 and 1913. Of the 503 houses built before 1949, the sizes are similar: 392 are single-family and 340 are two-and-a-half stories (an additional seventy-three are two stories). Finally, the materials of construction are similar: 389 of the pre-1949 houses are wood frame, although only 241 of them were clad with wood.

The "planning" of Westmont went beyond the layout of streets and planting of shrubbery. Relatively modest and affordable houses for people in a lower-middle income range were spaced around the borough to compensate for the presence of uniform company housing along streets such as Lehigh and Wyoming and, in turn, they were used to temper the imposing architect-designed homes in the main southern area. Despite these efforts to make Westmont's physical and social presentation conform to the vision of a one-class community, residents were still conscious of the "dinner/supper" divisions.

Company-built Houses

Between the years 1891 and 1911 Cambria Iron Company erected thirty-one tenement houses in Westmont for their laborers and mill workers as well as for some of their middle-management employees. The cost of building these houses was $62,082, and the rents received from these properties by November 31, 1912, was $68,385. Improvements amounted to $3,550 and taxes, repairs, water rents, etc., totaled $37,213. Although the cost of construction and maintenance of tenement housing exceeded the company's profits by around $34,461, it was able to compensate for the loss by selling off lots to private individuals.[18]

Company housing in Westmont can be separated into three different periods of development: (1) single- and two-family housing for laborers and mill workers on Wyoming and Lehigh streets, ca. 1891; (2) single-family houses for middle-management employees on Tioga Street, ca. 1901; and (3) single-family houses for middle-management employees on Third (now Colgate) Avenue and Tioga streets, ca. 1909 and 1911.

In the 1890s Cambria Iron Company owned about 800 rental properties in the Johnstown area that had been constructed to house employees.[19] Reasonable rents, in most cases, were automatically deducted from a worker's paycheck automatically, and utilities were usually included as part of the rental payment. Cambria Iron provided inexpensive, well-constructed housing for their workers in order to secure their labor force. According to a 1917 article, "Employers' Housing in the United States," the results of providing housing for workers had some very positive advantages for the employers:

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[18]Westmont Borough (General 1911-12). box: Cambria Steel, Acc. 1699, BSC, Hagley Museum, Wilmington, Del.

[19]Morawska, Ewa. For Bread With Butter: Life-Worlds of East Central Europeans in Johnstown, Pennsylvania, 1890-1940 (Cambridge: Cambridge University Press, 1985), 89.

> (1) Secures a better class of workmen, (2) greater stability in the supply of labor, (3) reduction in the number of floaters, (4)better living conditions, (5) greater loyalty from employees, (6) more contented and (7) more efficient workmen, (8) better control of the labor situation (that is, hire and discharge with greater freedom), (9) attracts married men,(10) greater regularity of employment, (11) a better house for less money for the workman,(12) brings profit to the company, (13) facilitates part time, and (14) serves to advertise the company and to keep it favorably before the public.[20]

Cambria Iron reportedly had an excellent maintenance record for their tenement housing.[21] In exchange for housing, the employee was required to remain with the company and to obey its rules for the regulation of tenants. This meant the company retained quality control over its work force, and that strict regulations were imposed upon the tenants to assure they kept the property clean and tidy. Frequent, unannounced visits were made by the superintendent of lands and dwellings, for instance, inspecting the condition in which the houses were being maintained.

The first company houses the Cambria Iron Company built in Westmont were on Wyoming and Lehigh streets. A total of seventeen buildings (single and double houses) were erected along the two streets, which parallel each other with a large alley inbetween. The outline of each house appears on the 1892 map of Westmont Borough on a specific numbered lot and block (fig. 5.4).[22] Double houses were the most common form of company housing until around 1881;[23] Cambria Iron constructed only single-family houses after 1891.

Ten of these houses were single-family residences (Nos. 18, 30, 42, 54, 120, 132, 144 Wyoming St. [figs. 5.5, 5.72, and 5.73] and Nos. 23, 42, 59 Lehigh St. [figs. 5.6 and 5.55]). Company records state that the cost of erecting each house was about $956 or a total of about $9,556.[24] Tall and narrow in proportion, the 16' by 42' houses were front-gabled, two-story, two-bay frame structures containing four rooms. Some now have front porches and rear additions. Originally they had no indoor plumbing. The company made extensive modifications to the houses in 1911,[25] including the installation of hot-water heating systems, cold pantries,

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[20]Magnusson, Leifur. "Employers' Housing in the United States." Monthly Review of the Bureau of Labor Statistics. Washington D.C., 1917.

[21]"Helping the Workingmen to Help Themselves." The Iron Trade Review (6 June 1912): 1215.

[22]Fulton, John. Map Showing Westmont Borough, Cambria County, Pa., May 27, 1892, Egin Corporation, Civil Engineering, Johnstown, Pa.

[23]Magnusson, 38.

[24]Westmont Borough (General 1911-12), Hagley Museum.

[25]Westmont Borough (General 1908, 1910, 1911, 1912, 1912), Hagley Museum.

5.5 Cambria Iron Company House, 18 Wyoming St., Westmont. This was one of ten six-room tenements built by the Cambria Iron Company along the north edge of Westmont in 1889. Construction cost for each house was $956. Mill hand L. T. Reed was the first occupant. The houses were rented for $8 per month in 1911; the tenant that year was James Woods, an Iron Company machinist, who bought the house and the neighboring lot for $2,400 in 1924.

5.6 Cambria Iron Company House, 42 Lehigh St., Westmont. This tall and narrow house was one of ten six-room tenements built ca. 1889-1891 for $956. Joseph Locker, a coal miner born in Pennsylvania in 1865, was the tenant in 1900. Louis O. and Minnie Wise bought the house from Cambria Steel in 1932. They had rented the house since at least 1918, when Wise was listed as a machinist living at this address. According to a Westmont Borough building permit, the 1937 owner, William E. Robson, hired J. W. Walters & Sons, contractors, to replace the exterior stucco with stained shingles for $500.

electric lighting, wash stands, and stationary tubs. The front-gable roof space of the houses were also expanded to accommodate a front porch. The most common additions to the houses were bathrooms and kitchens.

Seven frame double houses were built by the company on Wyoming Street in July 1891, at a total cost of $11,076, or $1,582 each.[26] These were two-story dwellings measuring 29'-2" by 23'-6" with separate, rear one-story porches (Nos. 27-29, 39-42, 51-53, 117-119, 216-218, and 228-230 Wyoming St. [figs. 5.71 and 5.7]). Cambria Iron made similar improvements to these properties. Most of the rear porches were converted into kitchens with a second-floor room above.

According to tax records and the 1900 census, company houses were occupied by men working as laborers, coal miners, or mill hands. Nearly all occupants that have been identified were American-born. L. T. Reed, for example, a day laborer born in Pennsylvania in 1858, rented 18 Wyoming St. John Boyle was also a Pennsylvania-born day laborer, who lived at 59 Lehigh St. Next to Boyle John Locker rented 42 Lehigh St.; Locker was a coal miner born in Pennsylvania in 1865.[27]

No. 216-218 Wyoming St. is one house with an interesting history. Laborer John Wagner moved to 216 Wyoming St. in 1905. According to the 1903 Johnstown city directory, he had previously been living at 420 Third St. in East Conemaugh. Wagner rented the house from Cambria Iron until 1915 when William H. Wagner, probably a relative, purchased it. Tax records list William Wagner as a laborer. He and his wife, Jennie, lived in the house with John and his wife, Emma, and Park Wagner, another laborer. William became a fireman in 1918, but the rest of the men remained laborers. By 1923, John and Emma moved to 126 Clarion St. where they rented a single-family dwelling. Laborer H. P. Wagner and his wife, Mary, rented 216 Wyoming St. from William H. Wagner.[28]

Groups of family members, all of whom worked for Cambria Iron and Cambria Steel, often shared company-provided tenements. At the turn of the century technological advances were creating more jobs that required fewer skills. A demand for unskilled laborers at the rapidly expanding steel companies led to informal hiring practices. The practice of employing family members was so common at Cambria Iron Company and other mills that they became known as the "fathers-and-sons" employers.[29]

Tenement housing was in great demand in Johnstown after 1900. The number of workers in the iron and steel mills increased by nearly 100 percent between 1900 and 1914. This leap in population resulted in a housing shortage, and the waiting list for rental applicants

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[26]Westmont Borough (General 1911-1912), Hagley Museum.

[27]U. S. Census, 1900; Westmont Borough Tax Assessment records for 1895-1924.

[28]Johnstown City Directories, 1903, 1905, 1907-08, 1911-12, 1918; Westmont Borough Tax Assessment records, 1903-1924.

[29]Morawska, 90.

5.7 Cambria Iron Company House, 216-18 Wyoming St., Westmont. This was one of seven double houses built by Cambria Iron Company in 1891 at a cost of $1,582 apiece. John and Emma Wagner moved here from East Conemaugh in 1905. William H. and Jennie Wagner bought the house in 1915 and lived in the other side. By 1923 they were replaced by relatives, H. P. and Mary Wagner.

grew long. By 1912, there were more than 228 applicants at all times. Rents ranged from $7 to $8 per month for each family in 1908.[30]

The Company encouraged tenants to buy a home. Rents as low as 6 percent on the investment were offered as incentives.[31] Other methods, such as mortgages, were available through the Westmont Land and Improvement Company, a subsidiary, or directly through Cambria Iron. Half the cost of the house secured a mortgage; the remainder of the price was due in one year, with interest charged on the balance owed. Not all buyers could pay off the balance within a year, and many expanded the length of their payments.

Among able buyers were James Woods, a machinist for Cambria Iron, who rented 18 Wyoming St. from 1910 to 1924, when he purchased the house and two lots for $2,400 (fig. 5.5) A laborer, Ira L. Potter, purchased 132 Wyoming St. for $2,400 in 1916, and he had rented his house since 1910 (fig. 5.72). Louis O. and Minnie Wise rented their house at 42 Lehigh St., in 1918 and later purchased it for $2,000 in 1932 (fig. 5.6); Wise was also a machinist. The unskilled laborer probably was less likely than a skilled laborer to purchase his own home, because of his smaller earnings. The 1922 tax records list skilled laborers as having earned twice as much as laborers.[32]

The next phase of company housing construction involved three dwellings on Tioga Street. Actually, records indicate that four houses were slated, though only three exist today--Nos. 126, 130, and 134 Tioga St. (fig. 5.8).[33] The average cost per house and lot was $4,295, without lot $3,095. Local contractors Kuntz and Alwine built the houses for about $9,800, and plumbers, surveyors, brick masons, laborers and other specialists completed the construction.

The house designs were practically identical. Each is a spacious, two-and-one-half story, two-bay single-family dwelling sheathed with wood shingles. A gambrel roof rests on a large cornice with a two-story projecting window on the front facade. Box columns support a shed-roofed front porch with a small pediment over the entrance. The main block of the houses rest on a stone foundation. Both 126 and 130 Tioga St. now have enclosed front porches.

The names of their tenants are unknown, but it is clear by the meticulous manner in which these houses were constructed and the spaciousness of the interiors that they were intended to accommodate middle-management employees of the Cambria Steel Company. By 1921 Howard M. Ross, a Cambria Steel foreman, owned 134 Tioga St.[34] Tax records identify Ross as living on Montour Street from 1913 to 1920.

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[30] The Iron Trade Review, 1216; Westmont Borough (General 1911-12), Hagley Museum.

[31] The Iron Trade Review, 1215.

[32] Tax Assessment records, Westmont Borough, 1909 to 1924, Cambria County Courthouse, Ebensburg, Pa.

[33] Westmont Borough (General 1908, 1910, 1911, 1912, 1912), Hagley Museum.

[34] Deed Records, (489:71), Cambria County Courthouse, Ebensburg, Pa.

5.8 Cambria Steel Company House, 134 Tioga St., Westmont. This was one of four company houses built on Tioga Street in 1901. Kuntz and Alwine were the contractors; each building cost about $4,295. In 1919 Howard M. Ross, a Cambria Steel Company foreman, rented the house. He bought it from the company in 1921.

Four single-family houses (Nos. 238, 244 Tioga St. [figs. 5.67 and 5.9] and 409, 415 Colgate Ave.) were erected on the corner of Tioga Street and Third (Colgate) Avenue, ca. 1909-11 at a cost of approximately $12,380. Each house had seven rooms, a toilet, bath, electric lights, gas, and a reception hall, and was heated by hot water. In 1912 the rent per month was $20. Built for middle-management workers, the houses were eventually sold, in some cases to the tenants. Thomas S. and Winifred Reilly, for example, lived at 244 Tioga St. in 1911. Thomas S. Reilly was an estimating engineer, and he bought the home for $4,600 in 1939; he and his wife had rented it for twenty-eight years.[35]

The last tenement houses constructed by the Cambria Steel Company were four single-family residences on Third Avenue (Nos. 134, 140, 146, and 152 Colgate Ave.) in 1911 (figs. 5.10-5.13). On April 17, 1911, Dudley T. Corning, superintendent of the mining engineering department of Cambria Steel, wrote to Sears, Roebuck & Co., in Chicago requesting a set of plans, specifications, and bill of materials for houses No. 164 and No. 137 from their catalog, "Modern Homes." He further asked for the following information:

> Please advise if you are in position to furnish a quotation together with bill of material of lumber, millwork, plumbing, fixtures, heating system, etc., upon a set of plans and general specification of a proposed dwelling? [36]

The estimated cost of building Sears Roebuck House No. 164 was $4079.46, according to a memo of March 27, 1911. This included the addition of a cellar, plumbing, heating, lights, and yard grading and walks. The cost of adding wiring and switches, fixture, bell work, and lamps was $136 for each house. But 1912 company records gave the total price of construction at $14,303 or $3,751 each. Probably some labor was absorbed by the company's contracts with other suppliers at a reduced rate. Even if there were some cost reduction, the quality of the structures did not suffer; all of the materials used were of the highest quality.[37]

These Sears houses are spacious, two-and-a-half-story, single-family dwellings that measured 32'-6" by 22'-6". On the first floor there were four rooms--a hall, living room, dining room, and kitchen. The second floor contained three bedrooms, a bathroom, and a small den that led to an enclosed balcony. The attic, with a small bedroom and a lavatory but no toilet or bath, was probably intended for a live-in servant. The remainder of the attic was devoted to storage. All the wood-frame houses had front porches and were covered with horizontal wood, wood shingles, or a combination of both. There have been few exterior alterations over the years, but the interiors have been greatly remodeled.

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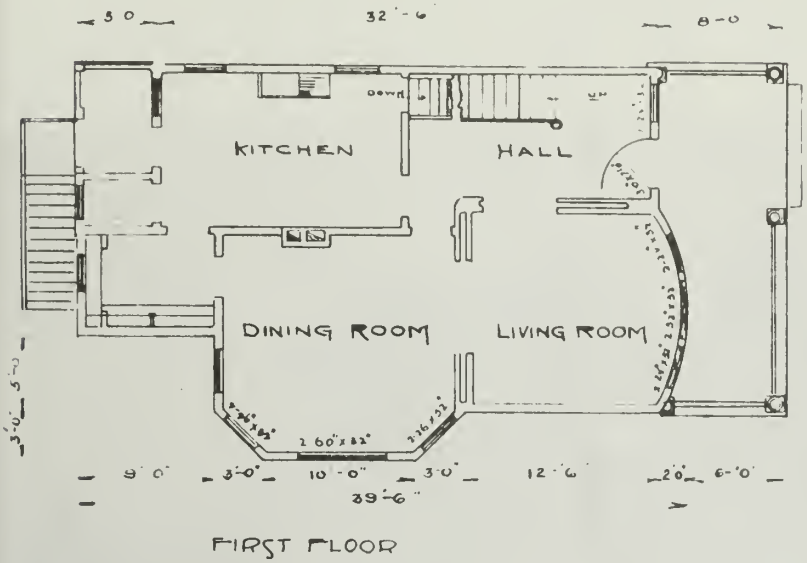
[35] The Iron Trade Review, 1216; Deed Records (490:493), Cambria County Courthouse, Ebensburg, Pa.; Johnstown city directory, 1911.

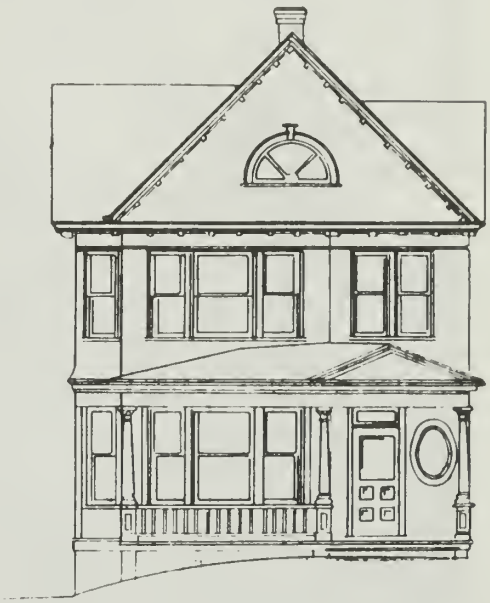
[36] Letter from Dudley T. Corning to Sears & Roebuck Co., on April 17, 1911. Westmont Borough (General 1911-12), Hagley Museum.

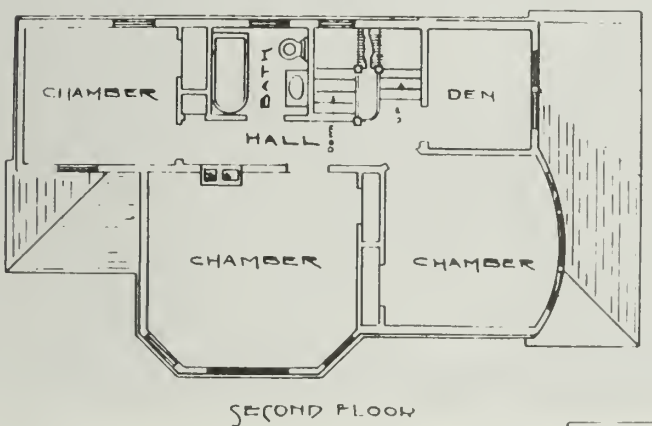
[37] Westmont Borough (General 1911-12), Hagley Museum.

5.9 Cambria Steel Company House, 244 Tioga St., Westmont. This was one of four houses built on Tioga Street by the Cambria Steel Company in 1911. The house was pictured in a 1912 article about the company in the Iron Trade Review where it was described as having seven rooms, a toilet, bath, electric lights, gas, and reception hall. It rented for $20 per month. The first tenants and eventual owners of the house were Thomas S. and Winifred Reilly. Thomas, an "estimating engineer," bought the house from Bethlehem Steel in 1939 for $4,600.

5.10 Cambria Steel Company House, 140 Colgate (Third) Ave., Westmont. This house was one of four Sears, Roebuck, & Co. house kits built in 1911 on Colgate Avenue by Cambria Steel Company. The cost of each was $3,576. It was sold in 1916 to Catherine Benshoff, widow of Benjamin, and she was living at this address by 1918.

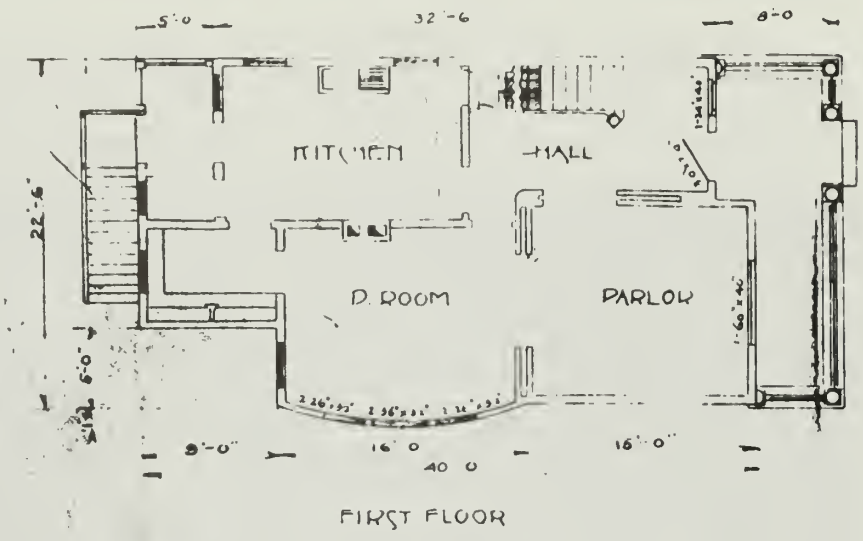


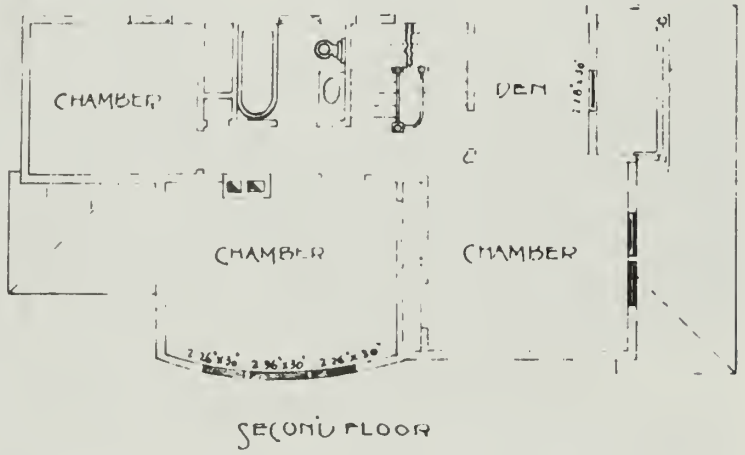




5.11 Plans and elevations of Cambria Steel Company House, 140 Colgate Ave., Westmont. Drawing by Cambria Steel Company, 1911. *Collection: Johnstown Flood Museum.*

5.12 Cambria Steel Company House, 146 Colgate (Third) Ave., Westmont. The Cambria Steel Company purchased four "Modern Home" kits from Sears, Roebuck, & Co. in 1911, which it erected in the 100 block of Colgate Avenue. Dudley J. Corning, superintendent of the company's mining engineering department, oversaw construction. Company employees rented the house until 1914 when it was purchased by Jessie DeWitt for $5,000. According to the 1911-12 city directory, DeWitt then lived and worked as a manicurist in the Title Trust Building in downtown Johnstown. She maintained the same work address after she moved to Westmont, but her occupation was listed as "chiropodist."





5.13 Plan and elevation of Cambria Steel Company House, 146 Colgate Ave., Westmont. Drawing by Cambria Steel Company, 1911. *Collection: Johnstown Flood Museum.*

In addition to greatly remodeled company houses built to rent to laborers and middle-management employees, some of the larger Westmont homes seem to have been intended for its executives (fig. 5.14). Other homeowners are linked to the company through marriage. Throughout deed records of the early larger houses, names of prominent Cambria Iron Company figures reappear. Charles S. Price, general manager of Cambria Iron Company from 1892 to 1909, lived at 510 Edgehill Dr. by 1895 (fig. 5.3.) His massive, rustic home, with a wrap-around porch and front porte-cochere supported by pillars of rough-cut fieldstone, overlooked Johnstown. Originally situated on a four-lot parcel, an elegant red- brick carriage house on the rear alley completes the impression of an affluent suburban estate. Price purchased the property from Cambria Iron in 1891 for $3,506.[38] The house, which appears on the 1892 map of Westmont, may have been included in that amount or was built by Price soon after the sale. It is certainly the largest and most impressive of Westmont's early suburban homes, evidence of the status commanded by a general manager of the company.

One block away, at 434 Second (Bucknell) Ave., was the home of Frank Buchanan, agent for the sale of Westmont lots (fig 5.40). Buchanan, whose office was located in the Penn Traffic Building in Johnstown, was a pivotal figure in the development of Westmont. Prospective purchasers were asked to speak with him there in the morning, or visit him at the Inclined Plane in the afternoon.[39] Buchanan also served as street commissioner for Westmont in 1900.[40] Tax records from 1899 list him at the Bucknell Avenue address and give his position as "superintendent." His house ranked in the upper strata at $3,350,[41] but was below that of C.S. Price, who had the most expensive area home at $4,500. As his personal residence, Buchanan chose a large brick single-family home of two-and-a-half stories; its foremost attribute was a spacious wraparound porch with graceful horseshoe arches. It faced Second Avenue and Fayette Street.

Tax-assessment records for 1899 indicate that position within the Cambria Iron Company was directly related to home ownership in Westmont.[42] All of the five superintendents that year were homeowners. Four foremen lived in Westmont; they were a notch below in rank, and only two were homeowners. Of the fifty-five laborers residing in Westmont, few were homeowners. Some were undoubtedly in the process of paying for homes, as later deeds indicate.

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[38]Deed Records (81:135, from Cambria Iron Co. to Charles S. Price), Cambria County Courthouse, Ebensburg, Pa.

[39]Burkert and Cooper, 3, reproduction of advertisement for the sale of Westmont lots from the July 24, 1889 issue of the Johnstown Tribune.

[40]Johnstown City Directory, 1900, p, 379.

[41]Tax Assessment Records, Westmont Borough, October 18, 1899, Thomas P. Keedy, Esq., Assessor, Cambria County Courthouse, Ebensburg, Pa.

[42]Ibid.

5.14 Cambria Steel Company House, 238 Greene St., Westmont. This large house was built on a hill in Westmont's northwest corner for Cambria Steel Company's general manager (1916-19), John C. Ogden, and his wife, Ada Emily. Ogden purchased the house for $7,400 in 1919. The couple lived there until 1923.

Privately Built Houses

By November 1912, 228 houses had been erected in Westmont, but Cambria Steel had built just a fraction of these. The company encouraged lot sales through publicity in the local newspaper (fig. 5.15) and through mortgages to private individuals via the Westmont Land and Improvement Company (figs. 5.16 and 5.17). In 1899 homeowners included salesmen, attorneys, draughtsmen, a roll-turner, a minister, and a few clerks (figs. 5.18-5.20). A florist named Adolph Stahl was one of the largest property owners. He owned fourteen lots worth $8,000, where he maintained extensive greenhouses.

Much of the company's investment in Westmont paid off in the form of sale of private lots to individuals who then built their own homes or rental properties (figs. 5.21-5.24). One such example is the Elmer Butler house at 152 Fayette St., built ca. 1893 (fig. 5.50). Butler paid $800 to the Cambria Iron Company in 1892 for a lot at the corner of Fayette Street and Second (Bucknell) Avenue. The lot with Butler's name appears without a building on the 1892 map of Westmont, but a house is clearly depicted in an 1894 photograph (fig. 5.25).[43] The Butler house is a large single-family dwelling distinguished by bay windows on two floors capped by a tower room and an unusual front gable featuring a miniature oriel window with an oversized pediment. The house previously featured a wraparound porch. Butler's house is comparable to the type of houses that Cambria Iron was renting to middle-management employees, although he is listed in the 1893 city directory as only a mill hand. Because he could afford the corner lot and a spacious house, the city directory's identification of Butler may have been an error, and he was employed in a skilled or supervisory role.

Both private concerns and Cambria Steel employed local contractors to build Westmont homes. In 1889, the year of the great flood, there were six firms listed under "Contractors and Builders" in the city directory.[44] K.B. Kagy was cited as "Architect and Designer, Special attention to designing medium and low cost dwellings," as well as "old buildings remodeled."[45] B.F. Horner advertised "First-Class Private Residences a Specialty."[46] The massive devastation caused by the flood required a commensurate effort to rebuild the city and gave impetus to the creation of Westmont and employment to a number of builders.

Few specific builders' names can be connected with houses. The absence of original building permits prevents tracing of the house builders. One builder who is still remembered in Westmont is Otto Scharmann. He is commemorated in Scharmann Center, a two-story building that houses antique and specialty shops on Luzerne Street at Diamond Boulevard. His trademark was the ornate bevelled glass sidelights and transoms seen in many of Westmont's large, old dwellings.

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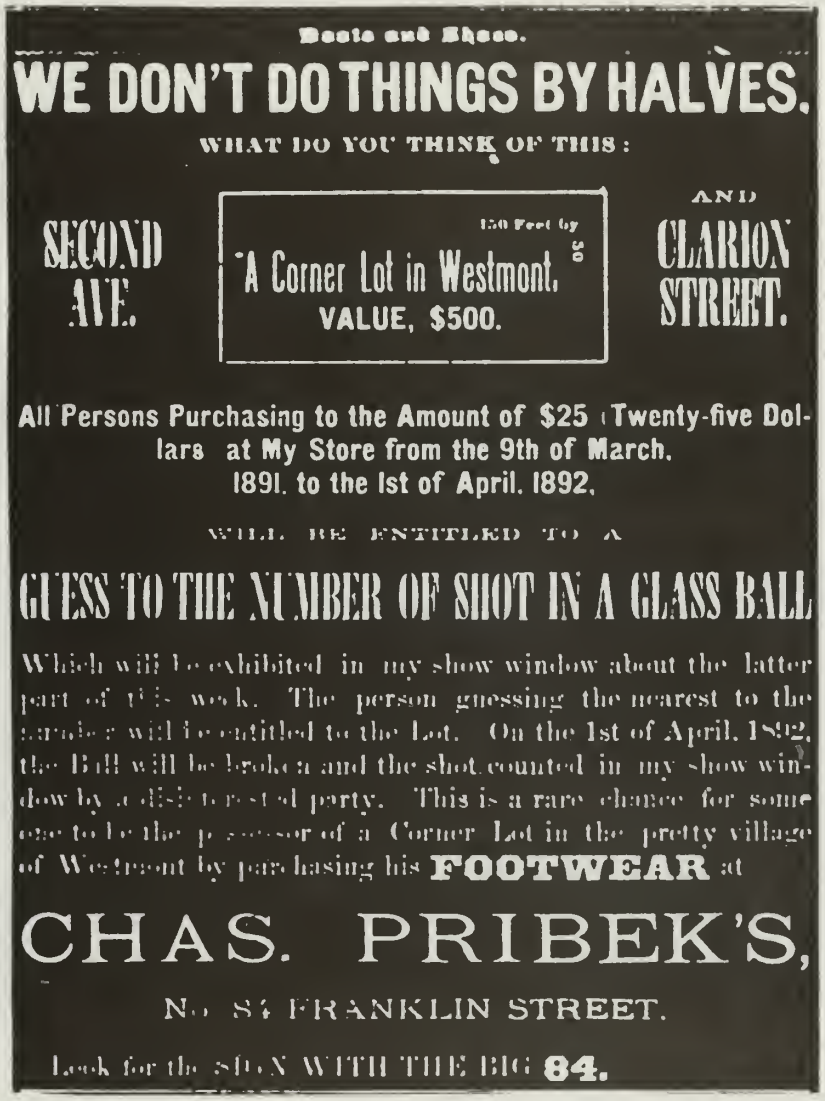
[43] 1894 photograph of Westmont in Art Work of Johnstown (Chicago: Gravure Illustration Co., 1905), JPL, JFM.

[44] Johnstown City Directory, 1889, p. 286.

[45] Johnstown City Directory, 1889, p.5.

[46] Johnstown City Directory, 1900, p. 3.


Boots and Shoes.
WE DON'T DO THINGS BY HALVES.
WHAT DO YOU THINK OF THIS:
SECOND AVE.
150 Feet by 50
A Corner Lot in Westmont,
VALUE, $500.
AND
CLARION STREET.
All Persons Purchasing to the Amount of $25 (Twenty-five Dollars at My Store from the 9th of March, 1891, to the 1st of April, 1892,
WILL BE ENTITLED TO A
GUESS TO THE NUMBER OF SHOT IN A GLASS BALL
Which will be exhibited in my show window about the latter part of this week. The person guessing the nearest to the number will be entitled to the Lot. On the 1st of April, 1892, the Ball will be broken and the shot counted in my show window by a disinterested party. This is a rare chance for some one to be the possessor of a Corner Lot in the pretty village of Westmont by purchasing his FOOTWEAR at
CHAS. PRIBEK'S,
No. 84 FRANKLIN STREET.
Look for the SHOE WITH THE BIG 84.

5.15 Advertisement for a chance to win a corner lot in Westmont. Sponsored by Charles Pribek's Shoestore, 84 Franklin St., Johnstown. From the Johnstown Tribune, Wednesday, March 18, 1891.

5.16 Harry M. Hay House, 143 Greene St., Westmont. Merchant Harry M. Hay bought this lot in 1892 from Cambria Iron for $825 and obtained a $2,000 mortgage to build this house. He chose a design animated by projecting bays, a variety of shapely, various-sized windows, and fluted Ionic porch columns. Hay sold the house in 1923 to Earle T. Robinson, a salesman.

5.17 Albert Trent and Jacob Z. Replogle House, 142-48 Tioga St., Westmont. Albert Trent and Jacob Z. Replogle each bought half of this lot for $475 in 1894. Trent took out a $2,000 mortgage from Cambria Iron's Westmont Land and Improvement Company to finance his half of this large, double house. Tax- assessment records for 1895 list both men as unmarried clerks.

5.18 Peter Mulvehill House, 212 Mifflin St., Westmont. Peter Mulvehill, a laborer born in Ireland, purchased this lot from Cambria Iron in 1893 for $900; he built this house by 1895.

5.19 Jonathan Gardner House, 203-09 Greene St., Westmont. This large, two-and-a-half-story, brick house was originally a single-family residence, but it has been converted into apartments and a doctor's office. The shed-roofed wraparound porch has a bracketed cornice and is supported by fluted Ionic columns connected with turned balusters. The house was built in 1909 by Jonathan Gardner, listed in the 1905 city directory as a lumberman, and in 1909 as a merchant.

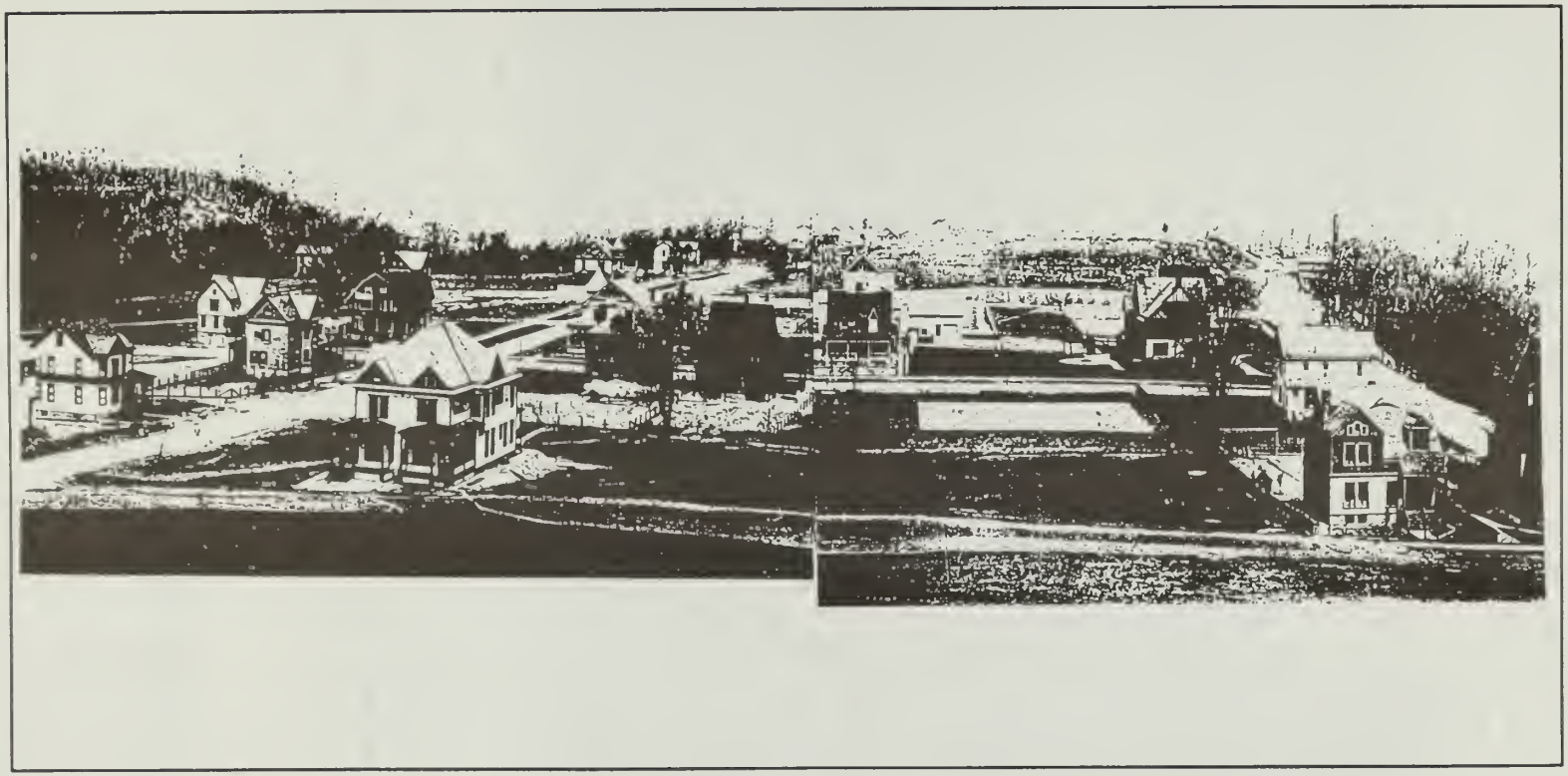
5.20 Moses and Mary Owen House, 233 Greene St., Westmont. This house was built between 1907 and 1913 by machinist Moses Owen. He bought the lot from Cambria Iron. The Owens' daughter, Esther H. Northwood, inherited the property. According to the present owner, the house was once owned by a vaudeville performer whose greasepaint and props were discovered in the attic.

5.21 William Oakley House, 27 Clarion St., Westmont. This house is distinguished by its front-gable roof with a central, recessed lancet arch clad with fish-scale shingles. It was built in 1904-05 for William Oakley as a rental property. Oakley sold it in 1905 to Richard Blair McGahan for $2,400. Thomas D. James, a mill hand, rented the house from 1904 to 1917. In 1917 it was rented to R. E. Dudley, a clerk.

5.22 George E. Thackray House, 126 Fayette St., Westmont. This Dutch Colonial Revival-style house with a sloping gambrel roof was built between 1892, when George Thackray purchased the property, and 1895. He bought an adjacent lot for $775 in 1898. Thackray was born in Massachusetts in 1865; various records described him as a draftsman, civil engineer, and superintendent.

5.23 J. Leonard and Blanche McMillen Replogle House, 131 Fayette St., Westmont. This massive early modern house is striking for its tile roof and Roman-arched porch entry. It was designed by Westmont architect Henry Rogers for J. Leonard and Blanche McMillen Replogle. They bought the property in 1906; the house was constructed by 1912 when live-in family members included Rhinehart Z. and Mary Replogle; Joseph, a student; Roy H. and Herbert R. Replogle, both clerks; and Charles N. Replogle, superintendent of the steel car department of Cambria Steel.

5.24 Mary E. Dennison House, 245 Fayette St., Westmont. Mary E. Dennison purchased this property from Cambria Steel in 1904 for $1,350 and built this house soon after. It remained in her family until 1965. The distinguishing feature of this house is the curving porch with a conical-shaped roof that continues the slope of the main gable roof.



5.25 Photograph of Westmont, 1894. Tioga Street in foreground, Edgehill Drive on right, Bucknell Avenue on left. Fayette Street is parallel to Tioga in the center of the photograph. *Collection: Johnstown Flood Museum.*

Scharmann's father, Johannes, was born in 1822 in Frankfort, Germany, a carpenter and cabinetmaker who journeyed to New York in 1865. His family, who arrived later, included apprentice cabinetmaker and carpenter son, Otto. Otto Scharmann worked as a laborer for Cambria Iron for a few months in 1880, then found work as a carpenter. In 1887 he worked for Smith & Lucas Company, and then for Frank Hornick. He established himself as a contractor and builder in 1888 and after the flood he had "more contracts than he could handle." In 1892 the young Scharmann erected the Belvedere, Washington and Rathskeller hotels, and by 1907 was described as "the owner of valuable real estate in Johnstown."[47] He resided in Westmont.

Evan A. Lloyd was a contractor who lived on Green Street. The firm of Wm. Lloyd and Son, Contractors and Builders, advertised "All kinds of Mill Work" in 1898.[48] The next year E. A. Lloyd & Jones, at 120 Vine St., was one of six firms listed under "Carpenters & Builders."

Stained glass and bevelled, leaded glass windows adorned many Westmont houses such as the John Schonhardt House at 600 Luzerne St. (fig. 5.26). The two-and-a-half-story residence features a wraparound porch and a Palladian window in the front gable. The house's most striking decorative elements are art glass; Art Nouveau bevelled and leaded glass enhance the entry, as well as the transom above the side bay window. Art Nouveau stained-glass windows highlight the interior in oval glazing in the entry and a rectangular window at the stair landing. One source of Johnstown's stained and art glass was William Heslop, whose firm was established in 1888.[49] Within a decade Heslop had a successful business that provided mirrors, and art glass for churches and dwellings.[50]

As more houses were completed and the Incline was put into operation, Westmont seemed to be achieving its potential as a comfortable refreshing suburb. Wealthier customers visited Frank Buchanan to purchase Westmont lots. They built large, architect-designed homes like those of company executives. Walter R. Myton and Henry M. Rogers were two Johnstown architects who had a number of commissions in Westmont.

Myton (born 1872), a Huntingdon, Pa., native, attended Phillips Academy in Andover, Massachusetts, earning a bachelor's degree in architecture from Cornell University in 1895. He practiced architecture in Pittsburgh from 1898 to 1900, and moved to Johnstown in October 1900 to manage the branch office of Altoona architect Charles M. Robinson. He designed commercial and residential buildings in the city of Johnstown, as well as a number of Westmont

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[47]Henry Wilson Storey, History of Cambria County Pennsylvania, (New York, 1907), 3:637.

[48]Catalog of George Wild, (1898), 76, JFL.

[49]Johnstown City Directory, 1889, p. 148.

[50]Catalog of George Wild, (1898), 62.

5.26 John Schonhardt House, 600 Luzerne St., Westmont. John Schonhardt purchased this lot from Cambria Steel in 1908 for $1,625. By 1911 he and his wife, Mary, were living in their new home, but like several other Westmont families, they lost it during the Depression. It was sold at a sheriff's sale in 1938.

residences. He formed a partnership with former Johnstown mayor James K. Boyd from 1902-06.[51]

What may be Myton's earliest Westmont house is located at 131 Greene St. (fig. 5.53) The large Queen Anne-style single-family home is unusual because of a turret crowned with a curvilinear, pointed cupola. Decorative wood trim on the front porch and stained-glass windows contribute to the visual interest of the home. Designed ca. 1900 shortly after his arrival, probably for Jennie Zimmerman, the house has since been altered by partial enclosure of an L-shaped porch; the cupola and original stained glass continue to evoke its turn-of-the-century appearance, however.

The Thomas E. Reynolds House at 728 Second Ave. was a spacious house for a prosperous businessman (fig. 5.41). Designed by Myton and built in 1907 for Reynolds, treasurer of Woolf and Reynolds,[52] the house was erected on a large scale, featuring a severe angularity that alludes to early modern architecture. It is covered with wood shingles, although it is unlike the shingle style previously popularized by Henry Hobson Richardson. Simple bracketing is the only architectural ornamentation, although the entry features a bevelled glass transom and sidelights. Located on three lots at the edge of Stackhouse Park, the dwelling's scale and setting emphasize its affluence.

Myton's most modern Westmont home is at 434 Luzerne St. (fig. 5.61), designed and built for traveling salesman E. E. Stimmel about 1910. Large and spacious, the bulk of the unadorned building sat on a one-and-a-half-lot site. Ornamentation consists of a leaded-glass front door and sidelights, and an angular pediment. There is a contrasting band of decorative brickwork below the eaves, and in general this house reflects the national influence of contemporary architect Frank Lloyd Wright.[53] It also illustrates that Walter Myton was a fashionable designer, who endeavored to stay abreast of modern trends.

Another prolific Westmont architect was Henry Moore Rogers who came to Johnstown from Philadelphia. The descendant of a sea captain who owned a pair of ships that sailed from Philadelphia harbor,[54] the maternal side of his family, the Moores, hailed from Boston. Rogers studied architecture in Philadelphia before moving to Johnstown in 1900 as a partner to architect George Wild. He married Elfried Krieger of Johnstown.

Rogers is responsible for much of the ambience of tree-lined Luzerne and Tioga streets. He designed more houses in that area than any other single architect. His personal residence at 418 Luzerne St. (fig. 5.60) was designed about 1906 and built about two years later when he acquired the property. The large two-and-a-half-story house was intended for two families in

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[51]Susan Policicchio, unpublished research paper on the life and works of architect Walter Myton for University of Pittsburgh, Johnstown, Pa., n.d.

[52]Johnstown City Directory, 1907, p. 532.

[53]Benjamin Policicchio, "The Architecture of Johnstown," in Johnstown: The Story of a Unique Valley, 384.

[54]Interview with Phillip Newbaker, Johnstown businessman and grandson of Henry Rogers, August 10, 1988.

the hope that when his children were grown, they would continue to live in the adjacent half. His daughter still lives in half the residence, his grandson and family in the other. The spacious and airy house is wood frame with a wooden shingle exterior and sits on a double lot; inside, each half contains five bedrooms. The original deed from Cambria Steel Company specified that Rogers must build a house valued at no less than $4,500, indicating that this was intended to be an affluent section of Westmont.[55]

Another large, imposing house by Rogers at 800 Luzerne St. (fig. 5.63) was built about 1910 for Karl J. Fronheiser, treasurer of the Johnstown Millwork and Lumber Company. Large and well-illuminated with ample fenestration, it sits on a large corner lot on tree-lined Luzerne Street. A crescent-shaped driveway forms a dramatic entrance to the home, which features a rough-hewn stone first floor and a large sunporch. A gambrel roof is covered with wood shingles and a tall chimney of rough stone adds to the rustic quality of the house. More formal decoration is provided by the front entry flanked by squat Tuscan columns, surmounted by a small balcony on the second floor.

An outstanding Rogers-designed house sits at 535 Tioga St. (fig. 5.27-5.29), built in 1912 for Russel C. and Lucy Love. The house features a rustic stone first floor, wraparound porch supported by rough-hewn ashlar pillars, and a roof and large gabled dormer covered in wood shingles. Zinc-came diamond-patterned lattice glass is used in the upper sashes and in a first- and second-floor sunroom. Dramatic interior features include an unusual spiral, hardwood staircase with twisted balusters, an immense living room panelled in costly cross-grain mahogany, and a solarium. The site originally included a two-and-a-half-lot tract.

An elaborate stable on the alley accommodated horses ridden by the couple in nearby Stackhouse Park (fig. 5.30 and 5.31). The stable is similar to the main house with a stone first floor, and an upper floor covered in wood shingles. The second floor housed a couple who worked for the Love family. Crowning the stable was a large weathervane shaped into the intials "RCL."

Love was earlier satirized by a local newspaper artist as the "Candy Kid," in reference to his leadership of a Johnstown candy company.[56] He was the son of one of the Love and Sunshine Company founders, a successful wholesale grocery firm. The couple lived in luxury; Lucy had a private "lady's maid" who lived in the attic, in addition to three day maids and the couple who lived above the stable. The Loves were members of the Rolling Rock Race Club in Ligonier where they socialized with the Andrew Mellon family and other socialites. They lost their fortune during the Great Depression, but the home remains a reminder of that lifestyle and the talent of its designer.

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[55]Deed Records (216:367), Cambria County Courthouse, Ebensburg, Pa.

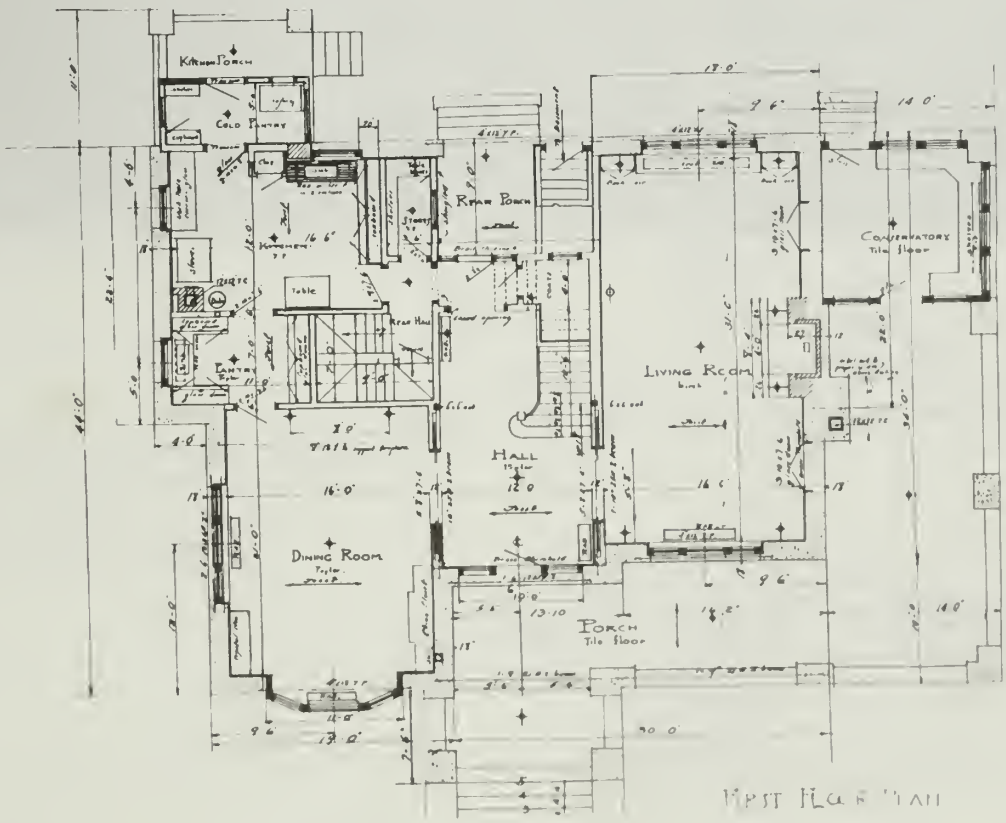
[56]Mack, E.F. et al., The Jolly Jokers of the Town of Johns and Cambria County Cut-Ups--A Collection of Caricatures (Roycrofters: East Aurora, New York: 1907).

5.27 Russel C. and Lucy (Haws) Love House, 535 Tioga St., Westmont. This large, rustic-style house has a rear servants' entrance and a matching carriage house/garage. It was designed and built in 1912 by Westmont architect Henry M. Rogers for Russel C. and Lucy Love. Love was the son of the one of the founders of Johnstown's Love and Sunshine Company, a wholesale grocery firm.

FRONT ELEVATION

5.28 Elevation for Love House, 535 Tioga St., Westmont, Henry Rogers, architect. *Collection: Philip Newbaker, Westmont.*

5.29 First floor plan for Love House, 535 Tioga St., Westmont, Henry Rogers, architect. *Collection: Philip Newbaker, Westmont.*

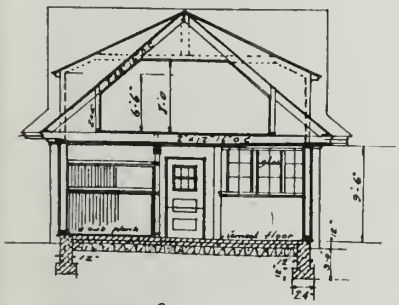


FIRST FLOOR PLAN

5.30 Stable at rear of Love House, 535 Tioga St., Westmont.

END ELEVATION

SOUTH. ELEVATION.



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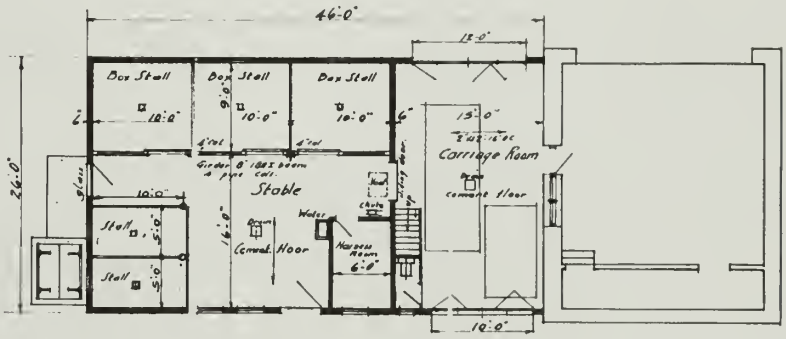
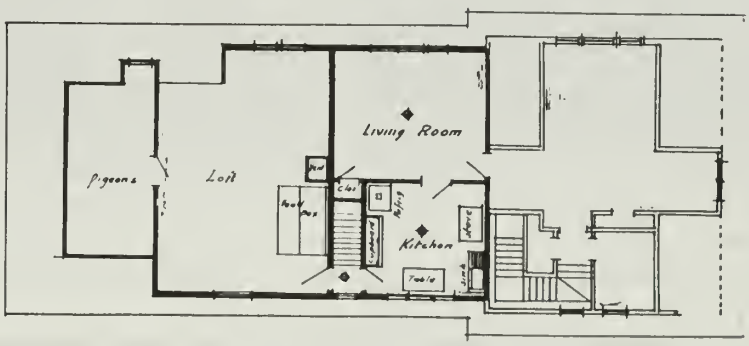


FIRST. FLOOR. PLAN.



SECOND. FLOOR. PLAN.

5.31 Plans and elevations for stable at 535 Tioga St., Westmont, Henry Rogers, architect. *Collection: Philip Newbaker, Westmont.*

NORTH ELEVATION

Another large stone-and-shingle residence by Rogers is located at 444 Wayne St. (fig. 5.69). The house was built for cashier William C. Krieger in 1914. It has rough stone on the exterior of the first story, and a large gambrel roof with gables covered in wood shingles; the original drawings called for shingles on the first-floor exterior, as well. Zinc-came diamond lattice windows add interest to the exterior. The house occupies a double corner lot. In the rear is a matching one-and-a-half-story garage. This house combines several elements favored by Rogers: an imposing stone first floor used as a visual anchor, a large, steep shingle roof, and diamond-pane windows.

A later example of Henry Roger's work is located at 603 Tioga St. (fig. 5.32 and 5.33). This house was built for William H. Burkhard, president of the Johnstown Liquor Company in 1918, and by 1922 secretary-treasurer of the Johnstown Savings and Loan Association. Built in 1922, it is a two-and-a-half-story stucco building with a side gable. A bay, covered entry porch, and sun porch add interest to the flat exterior. The outstanding feature is its texture: rough stucco and a layered wood-shingle roof treatment that simulates the appearance of a thatched cottage. The house embodies the picturesque romanticism of an English country cottage on an expanded scale. It also illustrates Rogers' ability to master a variety of architectural styles.

These houses do not reflect a complete overview of Rogers' range, which included the Colonial Revival. During the war years he designed school and public buildings because rationing of building materials made it impossible to produce houses that met his standard of quality. At this point he became architect for the Johnstown School Board. He lived to be 92, and remained an active designer. He designed buildings from the time of the horse and carriage into the modern era, when he was commissioned to do Johnstown's local WJAC television station building in Upper Yoder Township.

Several of Westmont's architect-designed houses, as well as more middle-range dwellings, have distinctive stables or carriage houses. These buildings are an important contribution to the architectural character of the neighborhood. Early deeds from Cambria Iron to private purchasers required that stables be built on the alley. The stables, and later garages, of Westmont were often treated as an architectural accessory to the main residence. Some affluent residents, such as the R.C. Love family, kept horses for riding in Stackhouse Park. For others, horses were less a leisure-time luxury than basic transportation. With the advent of the automobile, garages replaced stables. Often the same building merely housed a new vehicle.

Some elaborate stable/garage structures can be found in the Fayette Street area between Edgehill Drive and Bucknell Street (figs. 5.34-5.36). An early modern home with red-tile roof has a matching garage. Almost all the houses in the Luzerne and Tioga street area have garages of varying degrees of elaboration (fig. 5.30). The proliferation of stables and garages in the "dinner" side of Westmont is indicative of the area's original middle-class affluence.

Institutional Buildings

The Westmont community was essentially a reflection of the white, Anglo-Saxon protestant composition of the company's management and executive staff. Consequently, a

5.32 William H. and Louise Burkhard House, 603 Tioga St., Westmont. Although the 1913 Sanborn insurance map indicates the presence of a foundation, the house was probably not completed until William H. and Louise Burkhard bought the property in 1922 for $3,950. Burkhard was listed as president of Johnstown Liquor Company in 1918 with a residence at 429 Vine St. in downtown Johnstown. By 1922 he had become the secretary-treasurer of Johnstown Savings and Loan. The Burkhards sold the house to L. Lipman and Bertha Cohen, of the retail firm of A. Cohen and Brothers, in 1927. The house was designed by Westmont architect Henry Rogers. It is a large building whose pink stucco, eyebrow dormer, and molded, thatch-like roofline give it the effect of a storybook cottage.

5.33 Elevation for Burkhard House, 603 Tioga St., Westmont, Henry Rogers, architect.
Collection: Philip Newbaker, Westmont.

5.34 Harry S. Endsley House, 144 Fayette St., Westmont. This large Colonial Revival-style home was built in 1895 for Harry S. Endsley, a lawyer employed by the Cambria Steel Company. Like many of the larger Westmont homes, this one has a carriage house at the rear of the lot.

5.35 Stable at rear of Harry S. Endsley House, 144 Fayette St., Westmont.

5.36 Stable at rear of Charles S. and Sarah (Haws) Price House, 510 Edgehill Dr., Westmont.

Presbyterian chapel served the community's religious needs during its early years. In October 1894 the First Presbyterian Church of Johnstown organized a sunday school for Westmont children. The school was held in a vacant room over the newly constructed Kramer's store on Tioga Street. In April 1902, construction of the Westmont Presbyterian Chapel was approved. The chapel, dedicated November 30, 1902, was built on Mifflin Street.

The cornerstone of the chapel's successor--the stone church at 601 Luzerne St.-- was laid on May 9, 1926 (fig. 5.62). Reverend John Rhys Roberts of the Vine Street Church in Johnstown was named pastor of the Westmont Presbyterian Church in 1927. Architect for the large stone church was A. G. Lamont of New York City.[57] It was built by Berkebile Brothers, a Johnstown construction firm whose owners resided in Westmont. Westmont Presbyterian Church is a stylized early twentieth-century version of a medieval church. Constructed of Indiana limestone, the facade is dominated by one vast lancet window surmounting the arched portal. Six piers alternate with windows and one buttress support the exterior side walls. The focus of the area reserved for religous services is a massive Gothic arch filled by an equally massive pipe organ. The walls are plain, white plaster. Opalescent stained-glass windows illuminate and decorate the interior; large lancets feature reticulated and geometric tracery in tones of blue, green, and gold. All pews and woodwork are darkly stained oak.

As more recent immigrants and their descendants began to attain higher-ranking positions in the company and in the community in general, Westmont became more socially diversified. In the 1920s, new residents included members of the Roman Catholic and Jewish religions. Examples include Thomas S. Reilly, an engineer who purchased the house as 244 Tioga St. from the company (fig. 5.9). An Irish Catholic, a priest was appointed as executor of his estate upon his death. L. Lipman Cohen, a Johnstown businessman, purchased the Rogers-designed house at 603 Tioga St. originally built for William H. Burkhard, a bank official (figs. 5.32 and 5.33). Cohen is representative of the prosperous class of Jewish professionals who began purchasing Westmont residences in the 1920s. Close to his home on Tioga Street was a Jewish community center, housed in a former residence. Westmont now has a large synagogue, which was built after 1949, and beyond the scope of this study.

Our Mother Of Sorrows Roman Catholic Church was founded on November 3, 1920 (fig. 5.68). Catholic residents of Westmont, Southmont and Upper Yoder Township previously attended St. John Gualbert Cathedral in Johnstown. Assistant rector of that parish, Reverend Stephen A. Ward, was assigned to the new Westmont congregation. The Telford Lewis property at 424 Tioga St. was purchased as a site for the church in February 1922. The committee representing Our Mother of Sorrows Parish consisted of Harry Meehan, Dr. C. E. Hannah, and attorney Albert Stenger.[58] The parish, established with eighty Westmont families,

[57]Records pertaining to the construction of the church as well as architect's drawings and purchase order numbers for materials are available at the Carnegie-Mellon University Architectural Archives, Hunt Library, Pittsburgh, Pa.

[58]From a Johnstown Tribune newspaper clipping in the Parish files dated February 22, 1922.

had grown to approximately 350 families when the grade school opened in 1946; by 1955 the congregation included 740 families.[59]

Westmont also had a public school, but the building is gone. The original Westmont public school was replaced by an angular modern home on the same site at the corner of Tioga and Colgate streets. A second school building was built in the 1920s as a high school at the corner of Luzerne Street and Diamond Boulevard.

One public building from Westmont's earlier years--the Westmont Fire Company building on Dartmouth Avenue--is extant, although it has been substantially altered. The fire company itself was formed in 1893, but the two-story red brick building appears to be later. It is still owned by the Borough of Westmont, but is currently used for storage. The present fire station was incorporated into the new borough building constructed in 1987.

Westmont Today

Over the years Westmont Borough has expanded to include a much larger area than is included in the scope of this study. The historic core of the borough has retained the ambience of a quiet, tree-lined residential community. The trees along Luzerne and Tioga streets, which appeared as saplings in early photographs, are now imposing rows of elms. The neighborhood is populated by families with numerous small children. Joggers and walkers are seen on the streets during the day and early evening.

The environmental attributes touted by the Cambria Iron Company in the late-nineteenth century still exist; the air seems cleaner, and it is usually cooler on the hill in the summer. Borough restrictions against commercial enterprise are still enforced; the only businesses allowed are those incorporated into the proprietor's home. The Tioga Street Market has become something of an institution; its appearance is virtually unchanged since being recorded in an 1894 photograph (fig. 5.37). It still functions as the corner grocery and variety store with a solid neighborhood trade. Other, more recent, commercial additions include doctors, an architect, a hair stylist and an antique shop.

The original pattern of Westmont as laid out by the Cambria Iron Company provided larger sites for the more elaborate houses. Parts of Tioga, Luzerne and Fayette streets were designated to require a certain dollar value for new homes to maintain a standard. Two-, three-, and four-lot parcels were sold as the site for a single-family house. This practice made for a more elegant landscape, although in recent years financial realities and escalation of real estate values has encouraged subdivision.

Various multi-lot sites have been divided so that now many of the larger homes sit on a double or single lot. There has been some infill, although it is sparse. The houses that retain generous sites, such as Charles Price's at 510 Edgehill Dr., or Thomas Reynold's house at 728

[59]"Church of Our Mother of Sorrows, A Heritage," history from the parish files compiled in 1955.

5.37 Tioga Street Market, 202 Tioga St., Westmont. Centrally located at the corner of Tioga Street and Bucknell (Second) Avenue, this was the only commercial building permitted in 1890s Westmont. A. B. Kramer bought the lot from Cambria Iron for $690 in 1892. Kramer lived above the store with his family. An 1894 photograph of Westmont shows that construction on the building was just being completed. The building looks much the same today and is still operated as the Tioga Street Market.

Bucknell St., (fig. 5.3 and 5.41), exemplify the old order. The workingman's houses onWyoming and Lehigh streets have also had sites reduced over the years. Where once a full lot separated individual modest homes, now an infill of modern single-family construction predominates. A number of apartment houses have also been built on sites previously occupied by larger houses.

The most striking element in the changing physical character of Westmont is the conversion of large single-family residences into apartments. During World War II, the need for increased steel production created a demand for extra housing for steelworkers. Westmont Borough responded by allowing homeowners to convert attics and second stories to apartments with separate entrances for tenants.[60] Today, many of Westmont's large houses have been converted to apartments, but most owners continue to live in the home.

This diversification in the housing stock is mirrored in neighborhood demographics. Westmont has become more ethnically and professionally integrated. Although many houses are still occupied by descendants of original or early-twentieth-century owners, the Anglo-Saxon-Protestant dominance is challenged. Borough management is now a public concern rather than a subdivision of the steel company, and the days have passed when most residents were in some way connected to the Cambria Iron Company.

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[60]Interview with Westmont homeowner Patricia Paolini, which was conducted during the baseline field survey of the Westmont area. Paolini resides at 444 Luzerne St. "Memorandum Report on the Current Housing Situation in Johnstown, Pennsylvania," Washington, D.C.: Federal Housing Administration, Division of Research and Statistics, November 1941. Typescript, RG207, National Archives, Washington, D.C.

BUILDING SURVEY SAMPLE[1]
WESTMONT

5.38 F. J. Varner House, 120 Blair St., Westmont. F. J. Varner purchased this property in 1889 from the Cambria Iron Company for $495 and built the house soon after. A second deed of that year reversed the mineral rights to the property back to the Iron Company.

5.39 George G. and Sarah Palmer House, 44-46 Bucknell Ave. (Second St.), Westmont. This house may have been built in 1890 for George G. Palmer who purchased the property from Cambria Iron Company in November 1889. It was eventually sold to Benjamin Benshoff in 1916, but it was not until 1927 that city directories list Benshoff as a resident at this address. Benshoff is an intriguing figure in Johnstown's neighborhood history. Over the years he is cited as a teamster and laborer which suggests that he was a person of modest means; yet, he is the principal in approximately 100 Cambria County property transactions involving modest residential housing. He lived for some time on Hinckston Avenue in Rosedale, just beyond Minersville. He apparently inherited land from Eli Benshoff, owner of the tract that became the site of Minersville.

5.40 Frank M. and Mary E. Buchanan House, 434 Bucknell Ave. (Second St.), Westmont. This Queen Anne-style brick house was built in 1894 for Frank and Mary Buchanan; it appears in a photograph of early Westmont that same year. Frank Buchanan was Cambria Iron Company's sales agent for Westmont properties and had an office in the Penn Traffic store, the company store, on Washington Street in downtown Johnstown.

5.41 Thomas E. Reynolds House, 728 Bucknell Ave. (Second St.), Westmont. This house is located at the edge of Westmont along Stackhouse Park. It was built in 1907 for Thomas E. Reynolds, treasurer of the firm Woolf & Reynolds with offices at the corner of Bucknell Avenue and Erie Street in Westmont. The house was designed by Johnstown architect Walter Myton. The Reynolds family lived here until 1945.

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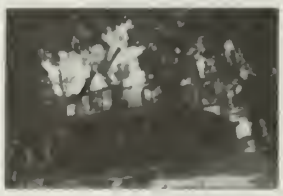
[1] These building histories and descriptions were compiled from those prepared by the Westmont survey team. The photographs reproduced here were taken by team members; those in the text by HABS/HAER photographer Jet Lowe. The building histories are based on a variety of sources including Sanborn insurance maps, and tax, deed, and census records.

5.42 Evan A. Lloyd House I, 926 Bucknell Ave., (Second St.), Westmont. Evan A. Lloyd, a local Westmont contractor, bought this property in 1907 and had built this house by 1913 when it appeared on Sanborn insurance maps. The house is typical of the period, retaining Queen Anne details such as fish-scale shingles in the gables and a projecting second-story bay, though it possesses a boxier, more restrained form characteristic of the houses of the 1910s and 1920s.

5.43 Evan A. Lloyd House II, 60 Clarion St., Westmont. Cambria Iron Company sold this property to William H. Wagner in 1903. Two years later he sold it to Westmont contractor Evan A. Lloyd (926 Bucknell Ave.), who built the house in 1906. Tax records show that in 1917, laborer John Goggin and clerk Dennis Goggin were tenants here. Richard Goggin, also a laborer, purchased the house in 1934.

5.44 Cambria Iron Company House, 114 Clarion St., Westmont. This large Colonial Revival-style house with a pedimented Doric entrance-way on the front porch was built before 1907 when Patrick J. Coll was listed as the resident. Coll was named in city directories as a clerk and a foreman. He bought the house from Cambria Iron in 1907 for $5,123.



5.45 Thomas E. Hamilton House, 528 Edgehill Dr., Westmont. This house was built for Thomas E. Hamilton about 1894. Hamilton was born in Pennsylvania in 1851 and was a superintendent with the Cambria Iron Company. The size and location of the house are a reflection of this status.

5.46 John H. Allendorfer House, 834-36 Edgehill Dr., Westmont. John H. Allendorfer purchased this property from the Cambria Iron Company in 1899; he erected the house two years later. Like other Edgehill Drive residents, Allendorfer occupied a high position in the company; city directories list him as a superintendent and a foreman.

5.47 Rose Fisher House, 120 Erie St., Westmont. Rose Fisher bought this property in 1903 from Cambria Iron for $950. She built this house by 1906 when city directories list her as living at this address. In 1907 she rented the home to Edward H. and William Wise, both electricians, and to Charles Wise, a machinist.

5.48 Mary J. Cooper House, 204-06 Erie St., Westmont. The original section of this house was built by 1895 for Mary J. Cooper, a teacher, who purchased the property in 1893 from the Westmont Land and Improvement Company, a subsidiary of Cambria Iron. In 1911, it sold to Daniel Coolidge, president of Lorain Steel Company in Johnstown's Moxham section. Coolidge was originally from Philadelphia and, according to local residents, was a nephew of Calvin Coolidge. He married Lillian Rosensteel. By 1913, they constructed a large addition to the west half of the house that boasted a ballroom on the first floor.

5.49 Fannie Morris House, 105 Fayette St., Westmont. Fannie Morris, widow of Galloway C. Morris, purchased this property from Cambria Iron in 1891 for $825. She built this house at the corner of Fayette Street and Edgehill Drive sometime before 1895.

5.50 Elmer Butler House, 152 Fayette St., corner Bucknell (Second) Ave., Westmont. The 1895 city directory lists Elmer Butler as a millhand, but the house he built indicates this description understated his position. He bought the property from Cambria Iron in 1892 for $800. The dwelling appears in an 1894 photograph of Westmont with its original wraparound porch, which was removed in 1971. The house has a number of charming Eastlake-style details including incised decorative carving on the window lintels, decorative shingle and sunburst designs in the gables, multi-colored window panes, and decorative brackets and bargeboards at the cornice returns.

5.51 James A. Hamilton House, 200 Fayette St., corner Bucknell (Second) Ave., Westmont. James A. Hamilton, a "roll turner" in the steel mill, bought this property in 1891. The cross-gable, gambrel-roofed house was built by 1895.

5.52 Charles H. and Catherine Temple House, 227 Fayette St., Westmont. Although Charles H. Temple was named as proprietor of the Temple School of Dancing in 1911, he was recorded as a postal carrier in 1918 when this address first appears in the Johnstown city directory. He purchased the property in 1913. His family included wife Catherine and children Anna, Charles Jr., a clerk, and Florence, a stenographer. The leaded-glass transom and sidelights at the entrance were popular features in Westmont homes.

5.53 G. A. and Jennie A. Zimmerman House, 131 Greene St., Westmont. This house, designed by Walter Myton, was probably built between 1892 and 1898 when the property was owned by G. A. and Jennie Zimmerman. In 1902 it was sold to J. Leon and Charles N. Replogle who used it as a rental property. At that time the property included a stable. Vertical siding now emphasizes the tower that projects from a second-floor bay, topped by an onion-shaped dome.

5.54 Thomas P. Keedy House, 202 Greene St., Westmont. Thomas P. Keedy, an assistant supervisor for Cambria Iron, built this house between 1893 and 1895.

5.55 Cambria Iron Company House, 59 Lehigh St., Westmont. The tall and narrow proportions of this house are emphasized by its setting on the slope of Yoder Hill overlooking Brownstown. It was built ca. 1889-91 by Cambria Iron as one of ten six-room tenements arranged along this edge of Westmont. In 1900, John Boyle, a 30-year-old laborer whose parents were Irish immigrants, lived in the house. Rent for these identical houses was $8 per month in 1911. Tenants in 1918 were R. S. Jordan and his wife, Cecelia, molder William H., and Thomas Jordan. They bought the house from the company in 1921 for $2,000.

5.56 Jacob and Marguerite Haymaker Fronheiser House, 201-05 Luzerne St., Westmont. Jacob and Marguerite Haymaker Fronheiser bought a four-lot corner site for this house in 1909; it appears on the Sanborn insurance map by 1913. Fronheiser was assistant treasurer of the Title Trust and Guarantee Company. They sold the house in 1923 for $10,000. The owner in 1936, Ida Swank Phillips, was unable to maintain the large home during the Depression, and it was sold at a sheriff's sale.

5.57 Louise Fayon Hannan House, 300 Luzerne St., Westmont
This large house and a matching guest house (314 Colgate Ave.) were probably built after 1920 when Louise Fayon Hannan purchased the property for $2,000 from Charles H. Statler, floor manager with the Swank Hardward Company in downtown Johnstown. It was sold to Gus Gleason in 1940 for $12,000.

5.58 Harvey F. Grazier House, 345 Luzerne St., Westmont. The dark-green wood shingles of this Colonial Revival-style house contrast sharply with its white trim. It has a heavy modillioned cornice which, because of an illusion inflicted by the color scheme, appears to rest on the corner pilasters. Two single-story, flat-roofed porches have cornices ornamented with pierced dentils and are supported by Tuscan columns. A 1913 photograph of the block shows that a balustrade once topped the front porch. Cambria Steel sold this property to Harvey F. Grazier in 1910 for $3,650. Grazier was general manager of the Grazier Coal and Coke Company in Somerset, Pennsylvania. He and his wife, Jessie, moved into it in 1911.

5.59 Cambria Iron Company House, 403 Luzerne St., Westmont. This house was built sometime before 1913. Frank D. Greer purchased it in 1921 from the Midvale Steel Company, owner of the Johnstown steel works from 1919 to 1923.

5.60 Henry and Elfrieda K. Rogers House, 418 Luzerne St., Westmont. This house was designed by Westmont architect Henry Rogers between 1908 and 1913 as his personal residence. Henry and his wife, Elfrieda, lived in one-half of the house, their daughter Libby, and her husband, occupied the other half. The family has continued to reside here; Libby now shares the house with her son, Philip Newbaker, and his family.

5.61 Elmer E. Stimmel House, 434 Luzerne St., Westmont. This house was designed by Johnstown architect Walter Myton for Elmer E. Stimmel. Stimmel purchased the property from Cambria Steel in 1908 for $2,100 and had built the house by 1913.

5.62 Westmont Presbyterian Church, 601 Luzerne St., Westmont. This large, English Gothic Revival church was constructed by the Johnstown engineering and contracting firm Berkebile Brothers; it was designed by A. G. Lamont, a New York City-based architect.

5.63 Cambria Steel Company House, 800 Luzerne St., Westmont. This house was designed by Henry Rogers for Karl J. Fronheiser, treasurer of the Johnstown Millwork and Lumber Company, and his wife Carrie, apparently while the property was still owned by Cambria Steel Company. The Johnstown Millwork and Lumber Company may have been a subsidiary of the steel company. The Fronheisers were living at this address by 1911, but did not purchase the property until 1915. They sold it to Andrew Crichton, a civil and mining engineer, in 1918.

5.64 William H. Morris House, 202 Mifflin St., Westmont. William H. Morris bought this property from Cambria Iron for $800 in 1897. He built this house, apparently as a rental property, between 1897 and 1904. In 1900 Morris was president of the Cambria Coal Company and by 1905 was general manager of the Stonycreek Coal and Coke Company. In 1907 he served as general superintendent of the Merchants Coal Company in Boswell, Pennsylvania. He sold the house in 1904 to W. E. Matthews for $3,500. It has been converted into a multi-unit residence.

5.65 Cambria Iron Company House, 115 Montour St., Westmont. This large house in a secluded area of Westmont was built before 1913 when it appears on Sanborn insurance maps. Cambria Steel Company sold the four-lot property to David Cohoe in 1918. Cohoe was an accountant for Imperial Coal Corporation with a residence at 329 Vine St. where he continued to live. In 1924 the house was acquired by Thomas R. Johns of Johnstown Realty, a subsidiary of Cambria Steel Company. Johns was cited as a general superintendent in the 1927 city directory. According to local residents, the house was used as a Bethlehem Steel managers' club, but this is not verified.

5.66 Minnie E. Wattingly House, 233 Tioga St., Westmont. A. G. Raab, a draughtsman, bought two lots here from Cambria Steel Company in 1903. He sold one to Minnie E. Wattingly in 1916, and she built this house the following year.

5.67 Cambria Steel Company House, 238 Tioga St., Westmont. Cambria Steel Company built this house between 1909 and 1911. An article about the company's paternalism policy, published in the Iron Trade Review in 1912, includes a photograph and description of the house. It rented for $20 per month and had seven rooms, a toilet, bath, electric lights, gas and reception hall. H. M. and Frances M. Tarr bought the house in 1916 for $4,400, but continued to live at another Westmont address. Tarr was president and general manager of the Johnstown Grocery Company. They sold the house in 1919 to Herman and Rose J. Jacobs for $6,500.

5.68 Our Mother of Sorrows Roman Catholic Church, 424 Tioga St., Westmont. This early English Gothic-style, rusticated stone church was designed by Pittsburgh architect Carlton Strong and was completed in 1924. Its lancet windows were designed by Henry Hunt Studios in Pittsburgh. A parochial school built next door opened in 1946. The church rectory is located at 408 Tioga St. The church was founded in 1920. Before that time Catholic families of Wesmont, Southmont, and Upper Yoder attended St. John Gualbert Catholic Church on Clinton Street in downtown Johnstown.

5.69 William C. Krieger House, 444 Wayne St., Westmont. Henry Rogers designed this large gambrel-roofed house for cashier William C. Krieger in 1913 at a cost of $6,000. Krieger bought the property from Cambria Steel for $3,500. According to Rogers' drawings, the house was to be entirely covered with wood shingles, but it was built with a first floor of stone.

5.70 Foster H. and Edna Berkebile House, 534 Wayne St., Westmont. This property was purchased by Foster H. and Edna Berkebile in 1926 from the Cambria Steel Company for $3,300, with the stipulation that a house valued at least $4,500 was to be erected on the lot. Sanborn insurance maps indicate the house is wood frame construction with a stone exterior, steeply pitched gables, and narrow casement-like windows. These features, along with a central first- floor loggia and corner porch with Tudor arches, contribute to the building's medieval styling.

5.71 Cambria Iron Company House, 117-19 Wyoming St., Westmont. The Cambria Iron Company built seven double houses in Westmont in 1891 and rented them to employees for $8 per month. William and Kate Robson lived here in 1903; John Robson was an occupant in 1909. Hannah Robson bought the house in 1920 for $920. It was company policy to encourage renters to purchase their houses.

5.72 Cambria Iron Company House, 132 Wyoming St., Westmont. This was one of ten six-room tenements built by the Cambria Iron Company in 1889 at a cost of $956 each. Tax records show that laborer Ira L. Potter purchased the house in 1916 for $1,800 and lived there until 1927, when he sold it to machinist James A. Horn for $2,400.

5.73 Cambria Iron Company House, 144 Wyoming St., Westmont. The Cambria Iron Company built this six-room tenement house in 1889 for $956. It was one of ten identical houses built along Lehigh and Wyoming streets on the northern edge of Westmont. William L. and Lottie M. Grubb paid $8 per month rent when they lived here in 1911. That year Grubb was named in the city directory as a mill hand. In 1922 tax records listed him as a crane operator. He and his wife bought the house in 1938 for $2,500. They were still living here in 1962 when William was issued a building permit to have Sears & Roebuck make $1,700 worth of alterations to the kitchen and rear porch.

CHAPTER SIX

CONCLUSION

> *Your town or towns have outgrown the struggling village . . . and whether you desire it or not, this condition forces upon you the character and responsibility of a city.*[1]

Greater Johnstown is a patchwork of neighborhoods and separate boroughs. It is this collection of communities that gives Johnstown the "character" of a city, and gives the city its character. The preceding written and visual portraits of four Johnstown neighborhoods are intended to capture different aspects of that character. Collectively they provide a sense of both the variety and the common denominators of life in Johnstown.

These neighborhoods -- downtown, Cambria City, Minersville, Westmont -- represent specific aspects of the city's history and a number of other communities should be documented to fill in the story. The Old Conemaugh section bordering the downtown was the hub of the town during the canal area and, later, the site of warehouses and small manufacturing establishments. In the late nineteenth century, the Cambria Iron Company built company housing there, including a boarding house for its single black workers. Old Conemaugh was predominantly a working-class area but it was more ethnically diverse than Cambria City with its Irish, German, and East European immigrant residents. The Turners' Hall, a German club, stands on Railroad Street.

The former borough of Coopersdale at the northwest end of Johnstown also dates from the canal era when it grew up as a settlement around Perkins' lock. It was the home of an academy that still overlooks the community from a hill along Academy Street; a study of this community would provide an opportunity to investigate the development of education in Johnstown through the private and high school institutions.

Public-school buildings from the early-twentieth century are still in use around the city and as sites of Americanization and socialization have played a significant role in the life of the city. One of these buildings is in Morrellville, also in Johnstown's "West End," and a neighborhood that deserves study as the successor to Cambria City and Minersville. Morrellville, named for Cambria Iron's first general manager, was developed to attract millworkers who wanted to move to the "country" and so, as well as following Cambria City's development chronologically, it may have been the place immigrants chose when they were able to advance beyond unskilled positions and could afford to move to somewhat larger homes farther from the mills.

Like Morrellville, neighboring Brownstown--between Cambria City and Westmont--was developed for millworkers in the late nineteenth century. Company housing built after 1889 was also located here. Brownstown was incorporated as a borough in 1908 and has never

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[1] Johnstown Tribune March 28, 1881, quoted in Nathan Daniel Shappee, "A History of Johnstown and the Great Flood of 1889," (Ph.D. diss., University of Pittsburgh, 1940).

joined the city. It might be used to represent the other boroughs within and around Johnstown that have also chosen to maintain their independence. The issue of consolidation has been a recurring one in Johnstown history and is an important key to the city's character.

Kernville, incorporated as the city's Fifth Ward in 1851, was important in the city's early development, predating Westmont as a location of larger middle- and upper-class homes. In more recent years, Kernville has become home for many of Johnstown's black residents and it might serve as a place to begin research on this aspect of the city's history. Southmont Borough, incorporated in 1919, originated as a rural retreat for Johnstown's wealthier citizens and was developed for more concentrated settlement after Westmont had proved a success and, like Westmont, it contains extant buildings constructed as company housing.

Perhaps the most visually striking Johnstown communities are the boroughs of Franklin and East Conemaugh. Set off from the rest of the city up the valley of the Little Conemaugh, these two boroughs--with churches, bars, and houses painted subdued tones set along hilly streets--fit the stereotype of the western Pennsylvania steel town. They surround Bethlehem Steel's Franklin Works, now the most active of the Johnstown mills, and this integration in the landscape of home and industrial work place belies the artifical boundary that separates their study.

In the downtown other individual buildings merit the specific study that HABS reports provide. In addition, more attention should be paid to residential spaces both in extant detached homes and in the hotels and floors above retail and office spaces. Office buildings also deserve additional research time. They are a prominent feature of the downtown landscape and as the focus and setting of much of twentieth century life, need to be studied as significant cultural spaces. Johnstown also serves as the medical center for the region and the many hospitals around the city denote another important aspect of its twentieth-century history.

Johnstown's industrial and engineering structures and other company-related buildings are being documented by historians and architects of the Historic American Engineering Record but, particularly in Johnstown, it is difficult and misleading to regard the residential, commercial, and public buildings outside the context of the mills, and vice versa. We hope this connection is at least implicit in the histories--of the city, the neighborhoods, and the individual buildings themselves--provided here. We recommend this work be expanded and used to nominate the four neighborhoods to the National Register of Historic Places, and that this theme of characteristic steel-mill neighborhoods be continued in that context. These neighborhoods warrant nomination not only because of their contribution to the city's identity, but also because of their own architectural and historical cohesiveness as vital, individual communities.

CHAPTER SEVEN

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Maps and Drawings

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C.P.C. Plan of the Eight Double Houses to be Built at Westmont by Hoover Hughes and Company. November 24, 1890. JFM.

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D.T.C. Part of Westmont North of Eighteenth Alley Showing Redivision Into Lots. M.E. & S. Dept., Cambria Steel Company, February 22, 1910. JFM.

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[1] Two abbreviations have been used here to indicate the location of a number of sources--JFM for the Johnstown Flood Museum and JPL for the Johnstown Public Library, the David Glosser Memorial Library.

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APPENDIX A: HABS REPORTS

HISTORIC AMERICAN BUILDINGS SURVEY

PENN TRAFFIC BUILDING

HABS No. PA-5388

Location: 319 Washington St., Johnstown, Cambria County, Pennsylvania.

Present Owner: Penn Traffic Company.

Present Use: Office building.

Significance: The present six-story brick building was erected in 1908, with additions made in 1924 and 1949 for the Penn Traffic Company, an outgrowth of the Cambria Iron Company's company store. When the present building was completed, its management heralded it as one of the most luxurious department stores in the eastern United States.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: There have been three store buildings on this site. This Penn Traffic building was built in 1908; the Wood, Morrell and Company store was built in 1867; and the Stiles, Allen and Company store was built in 1854.

2. Architect: Unknown.

3. Original and subsequent owners: Deed No. 13-309, dated November 16, 1854, records the sale of the property by Henry and Mary Sutton to the Cambria Iron Company for $2,500. Cambria Iron built the Wood, Morrell store in 1867. When Cambria Iron was acquired by Midvale Steel and Ordnance in 1916, ownership of the lot passed to Midvale, although by that time Penn Traffic owned the store. Bethlehem Steel acquired Midvale and its holdings in 1923, and sold the Washington Street lot to the Penn Traffic Company on 25 January 1985 for $215,000 (deed No. 1144-197).

4. Original and subsequent occupants: The present building was erected by Penn Traffic Company, which used it as a department store until 1977. The building is now used for offices for different governmental agencies, and the American Automobile Association.

5. Original plans and construction: The new five-story rectangular building, dedicated on 5 March 1908, measured 280' x 100', with an eleven-bay front on Washington Street.

6. Alterations and additions: A five-story addition, replicating three bays of the original store, was built on the east side of the store in 1924; in 1949 a five-story nondescript red-brick addition was built behind the main store.

B. Historical Context:

Stiles, Allen and Company Store, 1854

Merchants Augustus Stiles and George D. Allen founded Stiles, Allen and Company, a small general store, in early 1854. On June 7, 1854 Stiles and Allen sold the store to George S. King, one of the founders of the Cambria Iron Company. King hired John S. Buchanan to manage the store, which became known as King, Buchanan and Company. The store then became, in effect, the company store, with the Cambria Iron Company issuing scrip to its employees to be redeemed the same as cash. During this time the store was also the company store for the A. J. Haws brick refractory. The original store was an unimposing two-story frame building with a side-gabled roof.

Wood, Morrell and Company Store, 1867

When Wood, Morrell and Company took over the Cambria Iron Company in 1855, the store became Wood, Morrell and Company. In 1867 the small two-story outlet was replaced with an elaborate, three-story building; at this time the concern became a full-service department store. The three-story building, designed by Sloan and Hutton, was composed of a north and a south wing, each L-shaped, and each 101' long. Connecting the two wings and forming the common foot of the L was a single-story first floor. The store frontage was 101', and it was 126' deep. According to a contemporary observer:

> The exterior of the building presents a handsome appearance, being a happy combination of architectural designs, symmetrically planned and tastefully executed. (New York Industrial Recorder, 1907)

The building had brick bearing walls and a brick facade, with projecting arches, moldings, and cornices. The hipped slate roof had four cross gables. The main Washington Street facade featured an elaborate iron cornice and large display windows.

When erected, this store sold groceries, hardware, clothing, shoes, and dry goods. In addition to departments for the merchandise, the building contained administrative offices, manufacturing rooms, sleeping rooms for clerks, and private rooms for the manager and superintendent. The entire interior was "finished in the most approved style of workmanship." The stairways, window moldings, and wainscoting were white and yellow ash, white and black walnut, and chestnut; throughout the interior there were "some dozen of costly mantles of singular and novel finish, being black slate smoothly finished, and so variegated in color as to represent Italian or Grecian marble, granite or

brown stone." The building cost was $100,000, "showing unparalleled liberality on the part of a company, who not only make money, but who give it a wide scope for circulation in the many improvements that they are continually making." (McCormick, "A Sketch of Johnstown . . ." 1867.)

Penn Traffic Ltd. Store, 1891

This building was heavily remodeled when a new company, the Penn Traffic Limited partnership, was born in 1891. The partnership was composed of seven men, six of whom were from Philadelphia, with one from Johnstown. Stock in the new venture was sold to Johnstown residents for $2.50 a share. With the formation of Penn Traffic the store was divorced from the Cambria Iron Company; in 1903 the Pennsylvania incorporation laws were changed and the concern changed its name to the Penn Traffic Company.

Part of the new building was apparently sited on the foundations of the old. With a 160' frontage and a 120' depth, it was stylistically very similar to the 1867 building. It had a steel-reinforced brick structural system, and featured an iron cornice and a gable roof. The interior was quite grand, featuring "beautifully carpeted floors, beveled glass mirrors, solid oak paneling, Italian marble and [a] handsome open lattice elevator" (Johnstown Tribune, 5 March 1908).

Addison Hutton may have been the architect of this building. A partner in the firm Sloan and Hutton, designers of the 1867 Wood, Morrell and Company store, Hutton (1834-1916) was no stranger to Cambria Iron. He designed several other buildings for the company, among them the original Cambria Library Association building (1879), the Cambria Club House (1881), offices for the Gautier Works (a subsidiary of Cambria Iron; 1883) and the rebuilt Carnegie Library (1891). He also designed a private residence in Radnor, Pennsylvania, for Daniel Morrell (1879), the general manager of Cambria Iron at the time, and a home in Wallingford, Pennsylvania, for Powell Stackhouse (1882), the assistant general manager of Cambria Iron.

Hutton is also known to have designed large department stores; in Philadelphia, he was responsible for the Cooper and Conrad store (1893), two Strawbridge and Clothier stores (1880 and 1896), and the Mitchell and Fletcher Store (1896). Based on Hutton's close association with the Cambria Iron Company and his expertise in designing department stores, it is not unreasonable to speculate that he may have been responsible for this building. There is, however, no conclusive evidence. (For more information on Hutton, see the report on the Johnstown Public Library, HABS No. PA-5386.)

Two years later, in 1893, an addition was erected directly east of the store. The new addition was 100' long and 75' deep. Stylistically it was identical to the 1891 building. A fire on August 28, 1905, completely destroyed the building; it was replaced by the present five-story building in 1908.

Penn Traffic Company Store, 1908

By the 1970s this store was the flagship for a seven-store local chain. In its heyday it was heralded as being "unsurpassed in size, beauty and equipment by any retail establishment between Philadelphia and Pittsburgh" (Johnstown Tribune, 5 March 1908). At its opening, an observer noted that:

> Taken all in all, the new Penn Traffic building is a tribute to the ability and courage of the men who have designed it and are carrying its construction through. It is now far ahead of the city, and has no counterpart anywhere in the city, and has no counterpart anywhere in the country in a city with less than 150,000 people. It is a credit to Johnstown, and the strongest testimony that could be offered that here in this city we have the foundations for one of the greatest towns in the United States. (New York Industrial Recorder, 1907)

Penn Traffic has played an important role in the history of Johnstown. The first license for a limited commercial class "A" radio station in Johnstown was granted to Penn Traffic on November 23, 1922. The fire of 28 August 1905 was the worst the city had seen; also, the largest burglary ever in the city occurred in 1924 when burglars "slugged the night watchman" and stole more than $40,000 in cash and jewelry from the store (Johnstown Tribune-Democrat, 18 April 1953).

As the city's largest department store, Penn Traffic reflected the changing styles and manners of Johnstown and the nation. Employee handbooks document the loosening of stringent dress and deportment requirements. Photographs of the store's interiors record the importance of constant "modernization" in the attempt to remain up to date and meet every customer's needs. For examples, a comparison of photographs from the 1930s and the 1960s show that the original interior Ionic columns were made into bulky interior posts, and that signage changed over the years to more "up-to-date" typefaces.

There are several folkloric theories about the origin of the name Penn Traffic. The most common--and the one retold in company brochures and promotional literature--is that the word Penn was chosen because the store was situated near the Pennsylvania Canal and the depot of the Pennsylvania Railroad, both of which used the abbreviation, and Traffic was chosen because one of its definitions is "trade" or "business." Another explanation, which seems to have little basis in fact (the only extant record of this theory is found in the letters column of The Observer, dated 12 September 1952), is that Penn Traffic originally was supposed to be known as the Penn Trading Company. Just as the 1891 building was completed, with the initials PT already carved into the date stones and all the paper goods already printed, the Penn Trading Company of Philadelphia (the parent company) went broke. This developed into a scandal, and the store's name had to be changed. Penn Traffic was chosen so the date stones would not have to be recarved, and the paper goods would not have to be reprinted.

The history of merchandising concerns along Washington Street is intimately tied with--and parallels--the history of Johnstown itself. The store started when Johnstown was young, became part of the Cambria Iron Company, experienced heady success between the 1890s and the 1930s, then began to decline. While the Penn Traffic Company still exists and is, in fact, a Fortune 500 consumer grocery store retailer, the Washington Street store never reopened after the 1977 flood, a victim of the declining Johnstown economy.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The design of the Penn Traffic Building is similar to many commercial buildings erected in medium-sized American cities throughout this period. It is more subdued than other buildings of the period in Johnstown.

2. Condition of fabric: Good. There have been many modernization projects on the interior of the building, so the majority of the original fixtures have been lost. The exterior, however, is almost identical to the way it appeared after the 1924 and 1949 additions.

B. Description of Exterior:

1. Over-all dimensions: The five-story rectangular building is 280' x 100'. The store has a full basement. The front elevation is a continuous facade of tripartite (A-B-A) windows.

2. Foundations: Reinforced concrete.

3. Walls: The exterior of the ground floor is faced with ashlar limestone, with glazed display windows on the front facade. Limestone pilasters separating the show windows featured reliefs of the Penn Traffic logo and decorated capitals. A molded limestone stringcourse separates the second and ground floors. The second, third, and fourth floors are faced with red brick. A limestone stringcourse separates the fourth floor from the fifth. The store is topped by a modillioned limestone cornice.

4. Structural systems, framing: The brick walls are steel-framed. The floor system is reinforced concrete.

5. Openings:

a. Doorways and doors: Originally there were three entrances on Washington Street. They were covered by iron marquees suspended by

chains from the building.

b. Windows: Originally covered by striped awnings, the ground-floor show windows are divided in half by a metal mullion, with four small windows topping the large show windows. The second-, third- and fourth-story one-over-one-light sash windows are tripartite; the fourth-story windows are topped by limestone lintels and keystones. The fifth-story one-over-one-light sash are grouped in three, with brick muntins; the fifth-story windows are the same on all three public facades. The second-, third-, and fourth-story windows on the side facades are tripartite, one-over-one-light sash; the fourth-story sash have limestone lintels and keystones.

6. Roof:

a. Shape: Flat roof.

b. Cornice: The modillioned cornice is made of limestone.

C. Description of Interior:

1. Floor plans: All floors were rectangular, each broken up into different departments. Elevators, bathrooms, offices, and service functions were in the rear of the store. The main floor featured two central, perpendicular aisles, which crossed in the middle of the store. A description of departments at the time of the grand opening is included in the supplemental-information section. The floor-to-floor heights are 18'-5" at the first story, 14'-4" at the second through fourth stories, and 12'-0" at the fifth story.

2. Stairways: There was a "grand staircase" in the center of the store; the first landing of the stairway was the mezzanine level.

3. Flooring: White maple throughout.

4. Wall and ceiling finish: Ivory-colored plaster.

5. Decorative features: Most of the woodwork and display cases were made of hand-rubbed oak. In the jewelry department the furnishings were mahogany, plate glass, and onyx; so were the fixtures in the ladies coats, suits, and millinery department. Structural columns throughout the store were decorated; the ones on the ground floor were sheathed in marble with Ionic detailing.

6. Mechanical equipment: In 1955 an air-conditioning system was installed on the roof, which required erecting a 50' x 50' x 50' structure to house the equipment. A 40' x 15' x 20' water cooler was also erected on the roof for the air-conditioning system.

7. Lighting: When the store opened, it advertised that it was a "perfectly daylight store," employing over "4,000 arc and incandescent lights to illuminate it at night, making it the best-lighted store in the State." (Souvenir Store Brochure, 1908)

8. Elevators: Otis elevators were original to the store.

D. Site: Each of the four stores on this site has faced south, with its main entrance on Washington Street. The site has always been a busy commercial district, with the Cambria Iron Company offices next door, and the Johnstown library and shops and hotels across the street.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: 1919 site plan, included with field records. Obtained from Penn Traffic Company.

B. Early views: The Johnstown Flood Museum has a file on the Penn Traffic Building, including photographs gathered over the years from the erection of the Stiles, Allen and Company store to the Penn Traffic Company store in the 1960s.

C. Bibliography:

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D. Supplemental Material:

Layout of floors when the store opened on March 5, 1908:

Basement: toys, woodenware, lamps, home furnishings, phonographs, talking machines, stove, paints, oils, glass and builders' supplies.

First Floor: dry goods, notions, blankets, comforts, household and table linens, dress patterns, books, stationery, law and office supplies, jewelry and fine arts, photograph materials and outfits, men's furnishings, hosiery, gloves, corsets, women's neckwear, soda fountain, confectionery, shoes, sporting goods, meat and provision department, credit and general offices, cashier's office.

Second Floor: millinery and furs, women's, misses' and children's suits, coats, men's and boy's clothing, underwear, hats, grocery and green goods market, shipping room and refrigerating coolers.

Third Floor: offices, picture department, wall paper and wall hangings, carpets, rugs, floor coverings of all kinds, upholsteries, sewing machines, furniture.

Fourth Floor: advertising department, window decorating and interior trims, amusement or banquet hall.

Fifth Floor: stock rooms, receiving rooms, private telephone exchange to all departments.

Prepared by: Terri Hartman
Project Historian
HABS
Summer 1988

HISTORIC AMERICAN BUILDINGS SURVEY

PENNSYLVANIA RAILROAD STATION

HABS No. PA-5389

Location: 47 Walnut St., Johnstown, Cambria County, Pennsylvania.

Present Owner: S. F. B. Partnership.

Present Use: Passenger railroad station.

Significance: Johnstown historically was an important freight and passenger stop on the main line of the Pennsylvania Railroad. The station's architectural grandeur represents the railroad's pride and its desire to impart that to both passengers and citizens.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1915-16. Original construction documents for the station are dated December 29, 1914; construction was begun in 1915, and the dedication ceremony was held on October 12, 1916.

2. Architect: Kenneth M. Murchison of New York. Murchison (1872-1938) received his architectural training at the Ecole des Beaux Arts in Paris. He is best known for railroad-station designs, which include the Delaware, Lackawanna and Western Station in Hoboken, New Jersey (1904-05), the Delaware, Lackawanna and Western Station in Scranton, Pennsylvania (1907), and Baltimore Union Station (1910), in addition to the one in Johnstown. Murchison's station designs were typically Beaux Arts schemes incorporating Neoclassical elements.

3. Engineers: A.C. Shand was chief engineer, F.M. Sawyer assistant engineer, and A.L. Ware the resident engineer. (Architecture and Building 49 [January 1917]: 11-12.)

4. Original and subsequent owners: The station was owned and occupied by the Pennsylvania Railroad until 1977, when the company and station became part of Conrail. In 1985 businessman Eugene Doemling bought the station; he sold it to S.F.B. Partnership in July 1988.

5. Builder, suppliers: The builders were W.H. Fissell and Company; the Comerma Company built the Gustavino vault ceiling; Hemsing and Son crafted the interior woodwork; L. Del Turco and Brothers made the mosaic, terrazzo, and tile. (Architecture and Building (49 [January 1917]: 11-12.)

6. Original plans and construction: Original plans are located at the national Amtrak offices in Washington, D.C. Also, a reproduction of the first-floor blueprint was published in the January 1917 issue of Architecture and Building. As recorded in the October 13, 1916, Johnstown Daily Democrat, speakers at the dedication ceremony noted that the new station was "an artistic and stately structure" and "the most modern known to the railroad world."

7. Alterations and additions: The station retains most of its original integrity; the only significant alteration has been the June 9, 1976, removal of the passenger platform to accommodate Amtrak trains.

B. Historical Context

The history of Johnstown became intertwined with that of the Pennsylvania Railroad in 1851, when the main line was extended from Philadelphia to Pittsburgh. An important link in the main line, Johnstown was a bustling freight and passenger station. The city was much more than a stop on the railroad, however; beginning in the late 1850s the Cambria Iron Company supplied steel to the Pennsylvania Railroad. As the railroad grew, so did Johnstown. Cambria Iron's steel rails snaked far out into the nation, connecting Johnstown and cities beyond.

The present building is the second Pennsylvania Railroad passenger station to have been erected in Johnstown. The earlier staton was at the corner of Iron and Station Streets, and by 1914 it was outdated. The old Pennsylvania station was a disgrace to progressive, forward-thinking Johnstown, explained Judge Francis J. O'Connor in his speech at the dedication ceremony:

> The old edifice meant one thing to Johnstown--a serious handicap. The public-spirited citizens of Johnstown have long been laboring to convince the outside world that Johnstown is one of the most progressive cities in the United States, that here are the largest independent steel works in the world, that the city is composed of hardworking, progressive citizens. The effect of these great efforts of Johnstown citizens was shattered by the old station. The traveler on passing trains could judge Johnstown only by the part he could best see going through. (Johnstown Daily Tribune, October 13, 1916.)

The new station, by contrast, symbolized the monumental industrial spirit of Johnstown, Reverend Walter Everett Burnett proclaimed in his dedication speech:

> This imposing building represents two facts today. First, it suggests our industrial strength. The successful industries of this city underlie our city's progress, as successful industry indeed

> underlies any progressive civilization. We are proud of our great industries that are as sound as Gibraltar and that give Johnstown an honorable name among the progressive industrial centers of our land. Because these industries have thrived under capable management our city has grown. This building is a sign of our material success. But it is also a sign of our standing in things higher and finer than material wealth. The beauty and dignity of this building are a tribute to the intellectual and social and spiritual values that find expression in our city's life. A large shed would have served our actual needs as a station. But the Pennsylvania Railroad built this artistic and stately structure that their building might harmonize with the finer spirit, no less real than the steel in our furnaces and the smoke from our stacks that exists in our city's life. (Johnstown Daily Democrat, October 13, 1916)

Not only was the station important in and of itself, it was important because of what it symbolized -- namely that Johnstown in 1914 was a city of "intellectual and social and spiritual values." The subtle message in Burnett's speech was that Johnstown had long been recognized as an industrial giant; it was now time to give the city its due as a cultural haven. To that end, the Pennsylvania Railroad rewarded the city with a luxurious new station.

Dangerous grade crossings--surface-level intersections between streets and railroad tracks--had long been a problem in Johnstown. Concomitant with the construction of the new station, the Pennsylvania Railroad eliminated three grade crossings and replaced them with subways, extended an existing pedestrian subway, and constructed a new pedestrian subway and foot bridge. In his dedication speech, S. C. Long, railroad general manager, praised Johnstown for its civic pride and its concern about the grade crossings:

> This magnificent celebration appeals to me, first of all, as an expression of satisfaction and approval on the part of the people of Johnstown on the consummation of the work of eliminating the several grade crossings of the Pennsylvania Railroad within the city, as well as the completion of a well-appointed, up-to-date passenger station. The Pennsylvania Railroad Company, through its representatives here tonight, heartily joins with you in celebrating the achievement of these results which mean so much to the city, to the railroad company, and to the convenience and safety of the traveling public.
>
> The improvements here, in which we are proud to have had a part, stand out strikingly as the results of cooperation between the city and the company, which I have the honor to represent. It was not a work forced upon either

party, but entered into jointly and voluntarily, having as its controlling influence and object the safeguarding of human life. (Johnstown Daily Tribune, October 13, 1916)

The total cost for the construction of the new station, subways and the elimination of the grade crossings was $3 million.

The elaborate dedication ceremony and the lofty speeches demonstrate the importance of the new station to Johnstown. More than mere rhetoric, the erection of the station was a symbol of civic pride and involvement. The city fathers were very aware of the intertwining destinies of Johnstown and the Pennsylvania Railroad, and the grand new station was seen as both a reward and a vote of confidence in the future.

Since 1916, the station has been the setting for returning war heroes, presidential-campaign whistlestops, and visits from national leaders. It survived the 1936 and 1977 floods.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: Incorporating a rectangular plan, the Pennsylvania Railroad station combines Beaux Arts symmetry and Neoclassical elements. Its central three-story vaulted waiting room rises above the main two-story mass that houses the railroad's administrative and service functions.

2. Condition of fabric: Good.

B. Description of Exterior:

1. Overall dimensions: The station is composed of two rectangular buildings -- the passenger area and the baggage room -- set perpendicular to each other. The main structure is 90' x 98' x 50'. The partial basement has an area of 1,000 square feet, the ground floor comprises 9,000 square feet, and the second floor (office space) is 3,500 square feet. The single-story baggage wing is 97' x 50', with an area of 2,300 square feet.

2. Foundations: Reinforced concrete.

3. Walls: All exterior walls are tapestry brick, with sandstone columns, pilasters, and rondels; a sandstone stringcourse; a sandstone cornice; and terra cotta keystones. The base of the building is sheathed in granite.

The south facade (facing Walnut Street) is divided into three bays, with the central portico in antis serving as the pedestrian entrance vestibule. The terminating bays on this facade project slightly and feature two-story brick arches.

On the east facade the central bay serves as the entrance from the parking lot into the waiting room. The center of this facade is composed of five recessed bays articulated by half-round columns. Again, the terminating bays project slightly. The longitudinal span of the vault tops this elevation.

4. Structural system: Reinforced concrete.

5. Chimney: An ornamental brick chimney faces the railroad tracks.

6. Openings: The six metal doors in the Walnut Street entry bay contain vertical glazing. Directly above each pair of doors is an ornamental nine-light window with decorative metalwork. Each of the terminating, projecting bays on this facade features a two-story Palladian window enclosed within a brick arch. The bottom part of the window on the westernmost bay is composed of three metal doors similar to those in the entrance bay.

   The parking lot facade features thirteen (seven on the second story, six with a central door on the ground level) double-hung, eight-over-eight-light metal-encased windows. The bottom window in each of the terminating bays is topped by a sandstone pediment with terra cotta brackets. The two metal doors in the central bay have vertical glazing.

   The south wall of the vault features a multi-light, semicircular window; each light is covered with decorative metalwork. The three arched windows on the longitudinal span of the vault topping the eastern elevation are also encased in metal.

7. Roof: The main two-story mass of the station has a flat parapet roof; a clock is built into the eastern side of the roof. The line of the vault's gable facade is emphasized by a sandstone blocking course.

C. Description of Interior:

1. Floor plans: Sketch attached.

2. Flooring: Terrazzo with cream-colored marble access panels in the central waiting room, wooden floors in smaller support spaces.

3. Wall and ceiling finish: The central Guastavino vault provides the drama in the waiting room. Marble Doric pilasters articulate the interior walls, which

have marble wainscoting. Terra cotta rondels highlight the entablature, one atop each pilaster.

4. Openings: An entrance vestibule leads from the parking lot into the central waiting room; three doors lead from the Walnut Street portico in antis into the waiting room. Other doorways lead from the central waiting room to service areas, restrooms, newsstand, smoking room, passenger platform, and baggage areas. The original doors have been removed.

5. Original furnishings: The marble-based oak benches in the waiting room are original.

D. Site: The station faces south, on to Walnut Street. The Pennsylvania Railroad tracks run east and west. Pedestrian access is from the southern entrance; the parking lot is on the east side of the station. The station is now, and always has been, on the edge of the downtown commercial district. It is adjacent to the main gates of the lower works of Bethlehem Steel.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: A plan of the station was published in the January 1917 issue of Architecture and Building.

B. Early views: Photographs were published in the October 13, 1916, Daily Democrat and Daily Tribune. There are also photos in Architecture and Building 49 (January 1917): 11, and Railway Age Gazette 62: 1012-1017.

C. Bibliography:

1. Primary and unpublished sources:

Benjamin Policicchio, draft of nomination for National Register of Historic Places listing.

Tax-assessment records, Cambria County Courthouse, Ebensburg, PA.

2. Secondary and published sources:

Architecture and Building 49 (January 1917): 11-12.

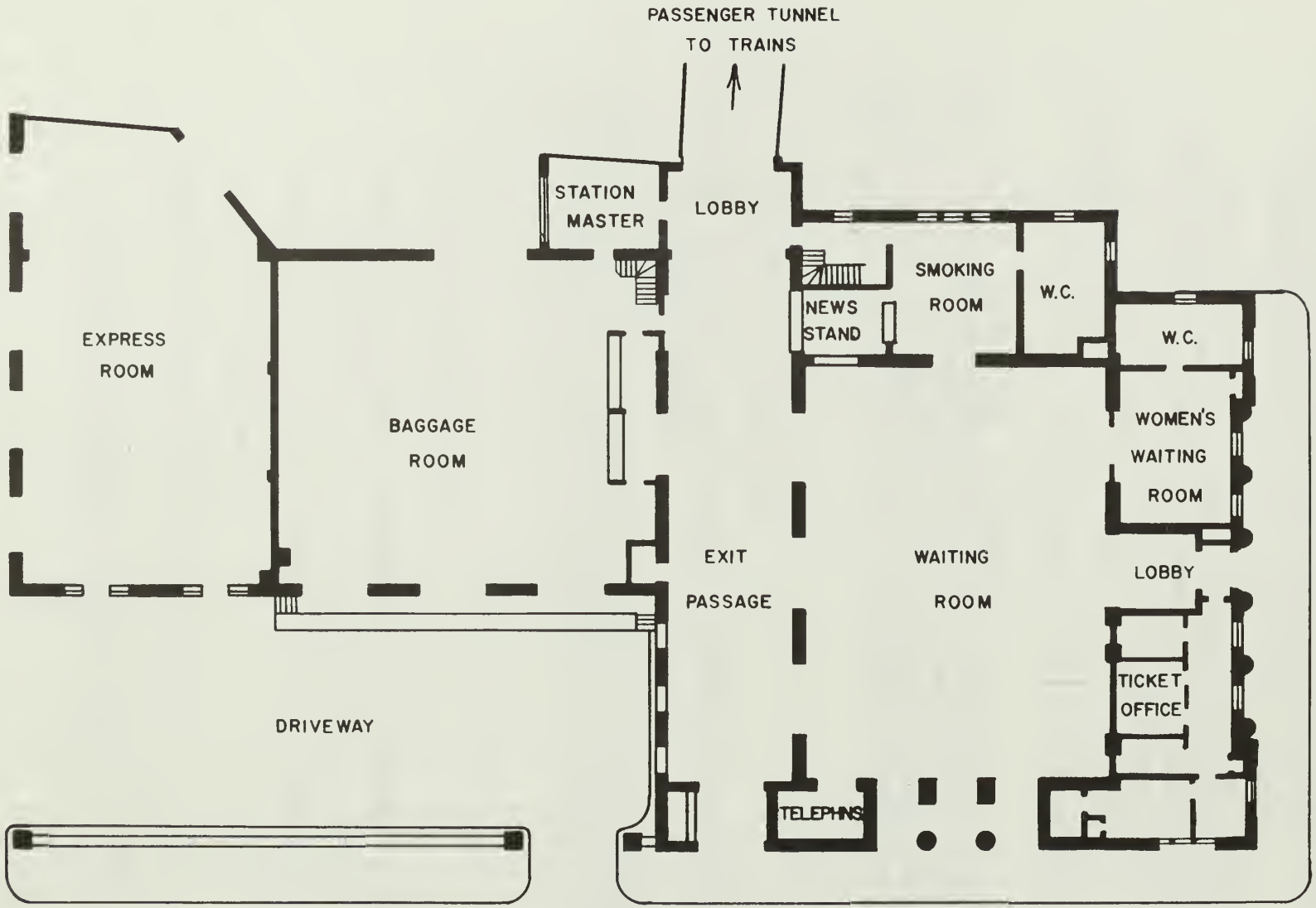
"City Streets Echo to the Tramp of Thousands During One Great Day," Johnstown Daily Democrat, 13 October 1916, 2.

Collins, George R. "The Transfer of Thin Masonry Vaulting from Spain to America," Journal of the Society of Architectural Historians 27 (October 1968): 176-201.

"Notable Addresses Feature Station Opening Banquet," Johnstown Daily Tribune, 13 October 1916, 1.

"Pennsylvania Track Elevation at Johnstown, PA," Railway Age Gazette 62: 1012-1017.

Prepared by: Terri Hartman
Project Historian
HABS
Summer 1988



J. D. BALACHOWSKI, 1989 (TAKEN FROM ARCHITECTURE AND BUILDING, JAN., 1917)

HISTORIC AMERICAN BUILDINGS SURVEY

L. H. MAYER BUILDING

HABS No. PA-5385

Location: 414 Locust St., Johnstown, Cambria County, Pennsylvania.

Present Owner: W. Glenn Reitz.

Present Use: Apartment building; currently thirteen apartments are occupied.

Significance: The building was constructed in 1913-14 for physician L. H. Mayer. When it was built, the Mayer Building was by far the largest and most elegant apartment building in Johnstown. It was quite luxurious, with interiors featuring high ceilings, built-in fireplaces, and heavy, dark woodwork.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1913-14. There is a notation in a February 1914 letter from the postmaster of the Johnstown post office to the supervising architect of the U. S. Treasury concerning "the new Mayer Building." Also, the building does not appear on the 1913 Sanborn maps, but it is listed in the 1915 city directory. The drawings are dated May 1913.

2. Architect and consulting engineer: John B. Thomas of Lakewood, New Jersey, was the architect; Charles Higgins of Jersey City, New Jersey, and New York, New York, was the consulting engineer. It is not known how Mayer knew Thomas and Higgins, or why he employed them instead of local professionals.

3. Original and subsequent owners: The original deed for the land was No. 22-96, dated July 25, 1864, whereby Hannah Hoeck left the land to Frederick Mayer. Frederick's son, physician L. H. Mayer, built the apartment building as an income property. The land was in the Mayer family until 1966, when they sold it to Uneeda Plumbing (deed No. 899-372). Uneeda Plumbing sold it to Ray-Mar Realty in 1974 (977-696), and Ray-Mar Realty sold it to W. Glenn Reitz in 1977 (1020-152).

4. Original and subsequent occupants: The building has always been an apartment building. City directories and tax-assessment records from the 1920s reveal that, for the most part, occupants of the building were well-heeled families headed by doctors, attorneys, and aldermen. By the 1930s the Mayer Building attracted less-affluent residents, but the tenants were still solidly middle class: teachers, nurses, department store buyers, physicians' and lawyers' widows.

The ground-floor storefront has served a variety of commercial purposes, most recently for Uneeda Plumbing. It is presently vacant.

In the original drawings, dated May 1913, the second floor was noted as "physician's office." Perhaps at one time Mayer intended to practice out of the building; it is not known if he did so, except that both the 1912 and 1918 city directories list his office as 413 Main St.

5. Original plans and construction: Blueprints dated May 1913 are in the possession of W. Glenn Reitz, the current owner. Copies of elevation and section drawings are included with this report. Some of the blueprints note that the drawings are order No. 7941 by the Cambria Steel Company. This is a mystery, as Mayer was a private physician and, as far as is known, had no connection with the steel company. Perhaps the draftsmen at Cambria Steel did drawings on contract for the public.

6. Alterations and additions: A two-story building with aluminum siding was connected to the eastern side of the original building at some point, adding two more apartments and a laundry room on the second floor.

B. Historical Context:

When it was built, the Mayer Building was the largest, most elegant apartment building in Johnstown. More important, it symbolized the changing pattern of downtown residential stock. Until the 1889 flood, most of the wealthy and prominent members of the community lived downtown in large houses, the majority of which surrounded Central Park and lined Main Street west of Market Street. Neither prominent nor wealthy, the workers in the mills and mines tended to live in towns outside the downtown district, or in residential hotels (eleven hotels were listed in the 1884 city directory) interspersed throughout downtown and on the edges of the city. After the flood, people who could afford to do so flocked to the hills--Westmont, in particular--as the high ground was much safer than the downtown basin.

The entire upper-middle class of Johnstown did not migrate upwards, however. The Mayer Building is evidence of that. The building was quite luxurious, with interiors that featured high ceilings, built-in fireplaces, and rich woodwork. City directories and tax records from the 1920s reveal that, for the most part, occupants of the building were well-heeled families headed by doctors, attorneys, aldermen, and mill superintendents. By the 1930s, when the suburban areas had matured and housed many more people, the Mayer Building attracted less-affluent residents, but the tenants were still solidly middle class: teachers, nurses, department store buyers, physicians' and lawyers' widows. Downtown housing stock certainly did change from large houses to apartment buildings when suburban development took place, but it did not disappear altogether: there was always a small residential stronghold in the central city. The seventy-five-year existence of the Mayer Building attests to that.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The Mayer Building is similar in appearance to the majority of commercial buildings being erected in large- and medium-sized American cities during the period. In its use of red brick with stone detailing, it is similar to the Penn Traffic building, for instance.

2. Condition of fabric: Excellent. Except for the ground-floor storefront, the building's exterior is unchanged from the day it was built. The interior shows signs of wear, and the plan has been changed considerably.

B. Description of Exterior:

1. Over-all dimensions: The notable aspect of the seven-story red brick building is its extreme narrowness: the dimensions are 22' x 102'. An exercise in symmetry, the front facade is composed of seven sets of paired windows stacked up the building. The side facades are equally symmetrical. There is a full basement. The floor-to-ceiling height is 13'-8" on the first floor, 8'-6" on the upper floors.

2. Foundations: Reinforced concrete.

3. Walls: The walls are brick; the storefront features Doric pilasters and entablature of gray stone. The ground-floor show windows have been altered: originally there were single sheets of plate glass on the sides and front, now they have aluminum frames and aluminum siding at the base. There is a white stone cornice capping the seventh floor; this floor also features stone quoins. A stringcourse separates the sixth and seventh floors.

4. Structural system: Reinforced concrete.

5. Openings:

   a. Doorways and doors: The main entrance was originally in the far northwestern corner of the western facade. It matched the windows on that facade, which are discussed below. That doorway has been bricked over, and replaced with another on the southeast side of the building. There is a door -- also greatly altered -- on the ground-floor storefront.

   b. Windows and shutters: All the windows on the second through seventh stories are double-hung, one-over-one-light sash. On the second through sixth floors, the windows on the west side of the building have ornamental white stone splayed lintels with keystones; on the east side they have white stone sills, but no lintels. The seventh-story architrave

windows are trimmed in white stone.

6. Roof:

   a. Shape, covering: The flat, steel-framed roof is covered with a composition fireproofing material.

   b. Cornice: White stone.

C. Description of Interior:

1. Floor plans: A heavy wooden stairway runs along the back half of the eastern wall of the interior. Originally there was one apartment on each floor -- all seven apartments were identical. Each apartment was L-shaped: the northern half of the floor met the western length of the floor to form the ell. Each apartment was divided into two sections: large living quarters on the north side of the building, and smaller servant quarters in the rear. Today the apartments have been divided into smaller units; some floors now contain as many as three units.

2. Stairways: A heavy wooden stairway runs along the eastern wall of the interior. The runners leading from the first to the second floors are marble.

3. Flooring: Pine throughout.

4. Wall and ceiling finish: Plaster.

5. Decorative features and trim: Dark, heavy woodwork and built-in fireplaces.

6. Mechanical equipment:

   a. Heating: Steam.

   b. Elevator: The elevator shown in the blueprints has since been replaced by a newer model.

D. Site: On the south side of Locust Street, between the old post office and the GAR Building, the Mayer Building is in the thick of the downtown commerical district.

PART III. SOURCES OF INFORMATION

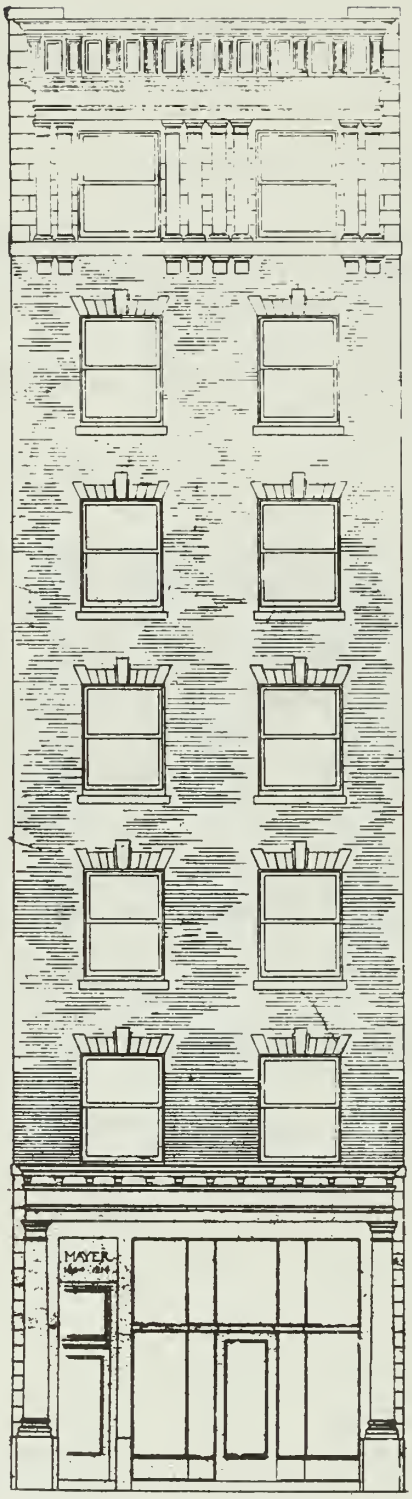
A. Original architectural drawings: Three sheets of original drawings are in the possession of the owner; copies are included in this report.

B. Bibliography:

Letter from Frank J. Studeny to Hon. Joseph Gray, May 28, 1935. General Correspondence and Related Records, 1910-1939: Letters of the Supervising Architect, Record Group 121, National Archives, Washington, D.C.

Deed and Tax Assessment Records, Cambria County Courthouse, Ebensburg, Pa.

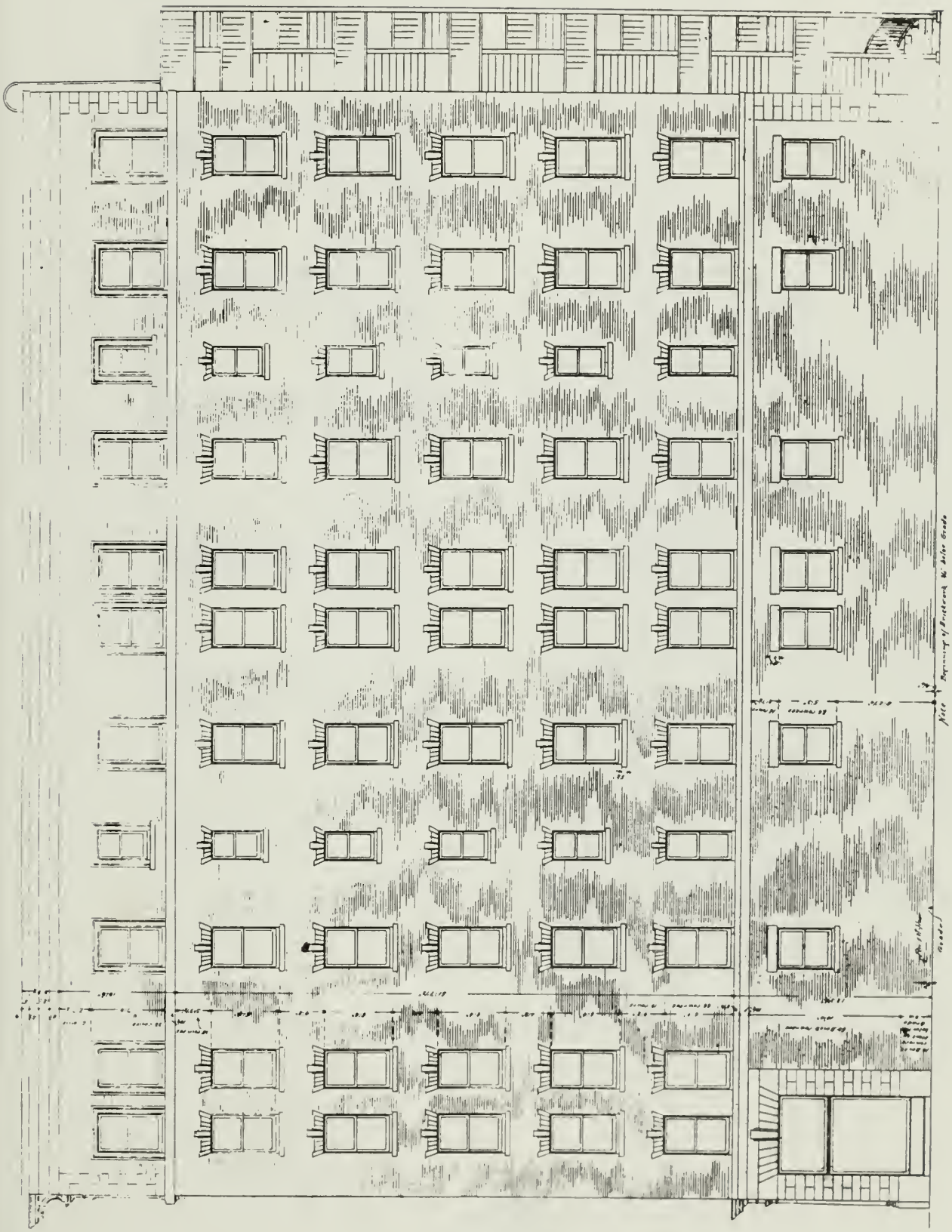
Prepared by: Terri Hartman
Project Historian
HABS
Summer 1988



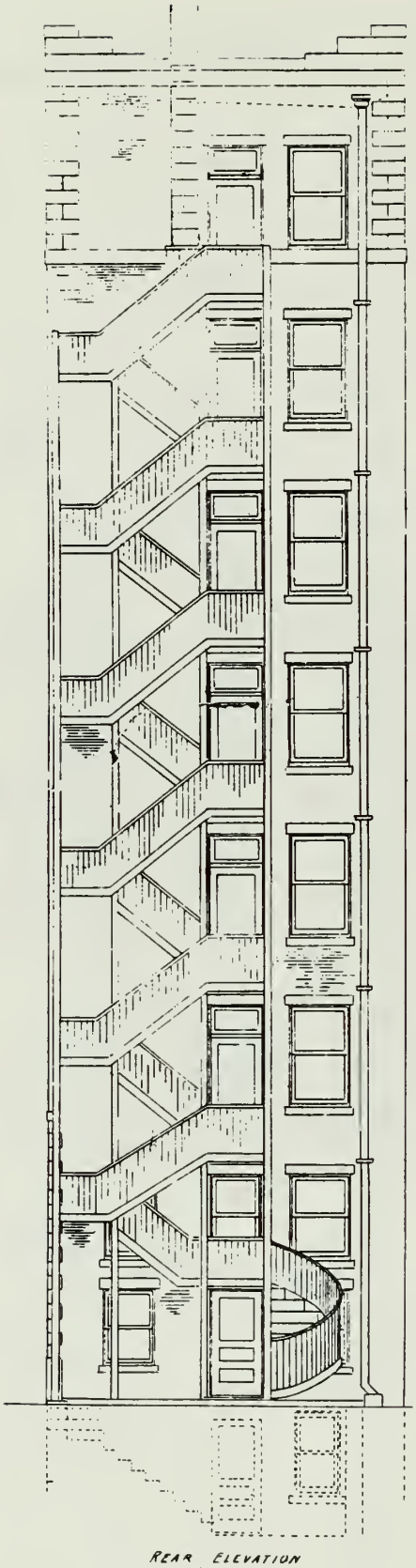
FRONT ELEVATION
Scale: ¼"-1'0"

MAYER BUILDING
419. LOCUST STREET
JOHNSTOWN, PA.

JOHN B. THOMAS
ARCHITECT
LAKEWOOD, NEW JERSEY



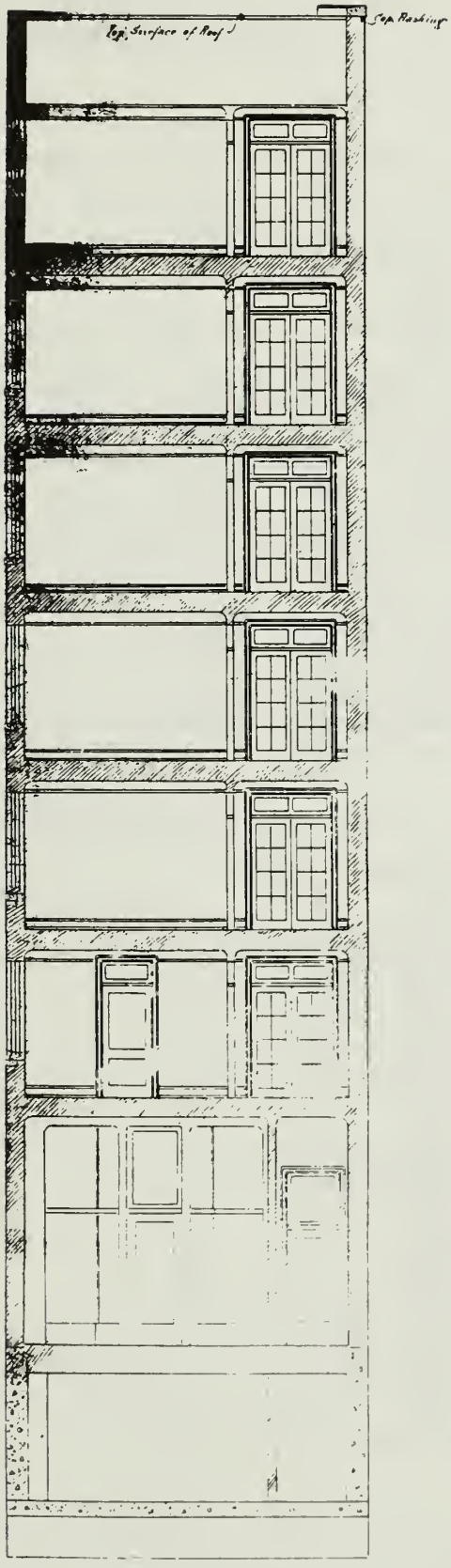
NORTH WEST (GOVERNMENT BUILDING) ELEVATION



REAR ELEVATION
Scale: 1/4"=1'-0"

MAYER BUILDING
4-9, Locust Street
JOHNSTOWN, PA

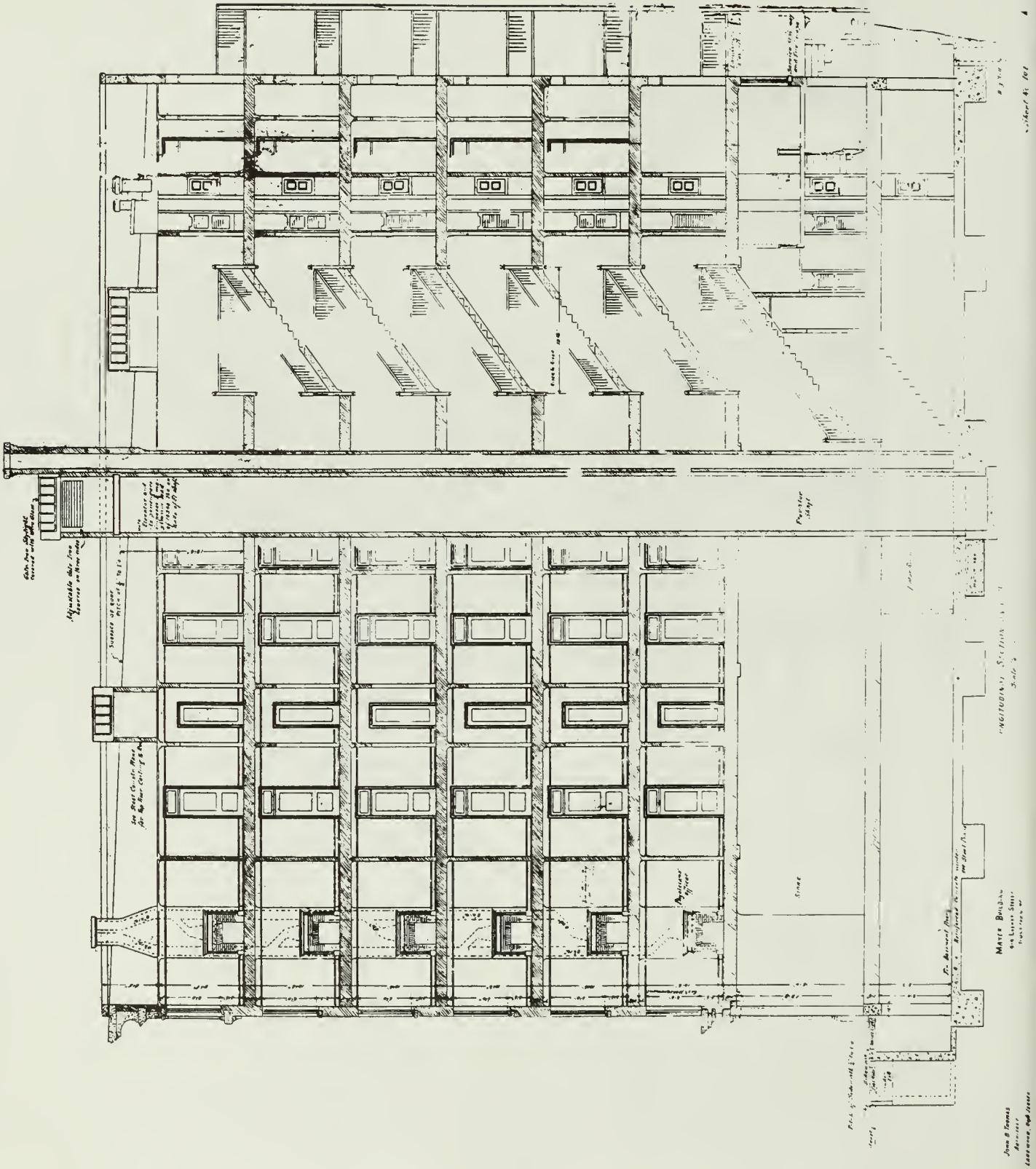
John B. Thomas
Architect
Lakewood, New Jersey



CRUSS SECTION ON A-B

JOHN B THOMAS
ARCH ECT
LAKEWOOD, NEW JERSEY

MAYER BUILDING
HABS No. PA-5385 (Page 10)



HISTORIC AMERICAN BUILDINGS SURVEY

JOHNSTOWN CITY HALL

HABS No. PA-5387

Location: Northeast corner of Main and Market streets, Johnstown, Cambria County, Pennsylvania.

Present Owner: City of Johnstown.

Present Use: City Hall.

Significance: The present city hall was built during a period of great optimism in Johnstown. The previous building on the site, erected in 1872, had been used as a market house, police station, and municipal building. It was destroyed in the 1889 flood; when faced with the task of building a new city hall, the city fathers wanted to be sure that the new one symbolized what they believed was the modern, progressive nature of Johnstown. To that end, Charles Robinson of Altoona designed a Richardsonian Romanesque structure, which at the time was the style of choice in America for monumental civic buildings.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1900-1902. The cornerstone was laid on October 5, 1900, and the building was occupied on October 30, 1902.

2. Architect: Charles M. Robinson of Altoona, Pennsylvania, with Walter Myton as project architect.

   Myton (1872-1929), an important local architect, was born and raised in Huntingdon, Pa., and received his architectural training at Cornell University. When he graduated in June 1895 he moved back to Huntingdon, where he practiced for two years. He then practiced in Pittsburgh for two years, coming to Johnstown in October 1900 to take charge of Robinson's branch office. He opened his own Johnstown office in October 1901. In 1902 he went into partnership with former mayor James K. Boyd, a liaison that lasted until 1906. Myton then practiced alone until his death.

   Myton designed at least forty residences in the area, along with as many churches, schools, and stores. He appears to have practiced no single architectural "style," instead shifting design elements and motifs to reflect popular style or his clients' tastes. (Myton biography compiled by Susan Policicchio, available at Johnstown Flood Museum.)

3. Original and subsequent owners: The city of Johnstown has been the sole owner and occupant of the building.

4. Alterations and additions: The exterior of the building stands as it was built, while the interior has undergone modernization: woodwork has been painted, new room partitions have been added.

B. Historical Context

When Joseph Johns laid out the Town of Conemaugh (later to be named Johnstown) in 1800, he decreed that the four equal sections of Market Square (the corner of Main and Market Streets) were guaranteed to "the future inhabitants of the said Town of Conemaugh a free and undisturbed use from henceforth forever." Market Square remained "free and undisturbed" until 1872, when the first municipal building was erected on the northeast corner of the intersection.

This action seemingly conflicts with Johns' original plan, but it does make sense in context of events in Johnstown at the time. Johns also guaranteed that lot Nos. 49, 50, 51, and 52 (now Central Park; currently bounded by Main Street, Park Place, Locust Street, and Franklin Street) on his plan were to be used for a county courthouse and other public buildings. Unfortunately, Johns was too optimistic about Johnstown -- it did not become the county seat, so there was no need for a courthouse. The square was used for public buildings and markets, but in 1872 all structures were cleared and the city hired a landscape architect to design plantings and walkways for the site. Thus, a municipal building had to go somewhere, and as it also housed the market, Market Square was a logical choice.

After the flood, it was time for a new, bigger and better city hall -- one that would reflect the image of Johnstown as a nationally prominent city. While it was built on the same corner of Market Square as the previous municipal building, the new city hall no longer encompassed a market house. It was built to house offices of city officials (mayor, police chief, and chief of the fire department); city council chambers; committee rooms; and prisoner cells.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: With its asymmetrical facade, towers, and rustication, City Hall is a very good example of Richardsonian Romanesque.

2. Condition of fabric: Excellent. The building has been very well maintained.

B. Description of Exterior:

1. Over-all dimensions: Basically rectangular, with an attached tower, the two-story building with a full basement is 54' x 114'. The west (Market Street) and south (Main Street) facades are the public facades.

2. Foundation: Reinforced concrete.

3. Walls: The broken-range ashlar work is of buff-colored stone from local quarries.

4. Structural systems, framing: Steel-framed.

5. Openings:

a. Doorways and doors: The two main entrances are in the central bays on each of the Market and Main street facades. The doors were oak, and the October 24, 1902, Johnstown Tribune noted that "the glass on the doors is of the Colonial style, which is smooth on one side and wavy on the other." Each doorway is framed by an arch with voussoirs and keystone.

Originally there were small, decorative balconies above the two entrances.

b. Windows and shutters: On the Market Street facade the windows on the second story are paired; all are arched one-over-one-light sash, with a transom dividing the curve of the arch from the rectangle below. The central pair, over the entrance, are set in a voussoired arch. Also paired, the first-story windows are one-over-one-light-sash, with a small transom light above.

On the Main Street facade the paired first-floor windows are identical to the first-floor Market Street windows; the second-floor windows in the end bays are identical to the second-floor windows in the central bay of the Market Street facade. The four second-story windows in the central bay of this facade are set in a rusticated arcade; the bases and columns are smooth, with basket-weave capitals.

There are two arched dormer windows on the Market Street facade and one on the Main Street facade.

6. Roof:

a. Shape, covering: The hipped roof with a cross gable and three dormers is covered with red terra cotta tile.

b. Dormers: Three steeply pitched gable dormers, with stone faces and arched windows.

c. Cupola: A square wooden cupola, rising out of the western end of the roof, contains miniature features found in the larger building, such as false arches with voussoirs and small arched balconies. It also has clock faces on all four sides.

d. Tower: The tower on the easternmost end of the Market Street facade is canted, also with a red tile roof.

C. Description of Interior:

1. Floor plan: Two wide corridors -- one leading from each entrance -- intersect in the middle of the first floor. When the building was first occupied, the floors were occupied as follows:

First floor: Offices of the city clerk, city treasurer, city controller, mayor, chief of police, fire marshal and jail cells. Second floor: city council chambers, committee rooms, offices for city engineer, city solicitor, street commissioners, health officer, marketmaster.

Except for the Johnstown Police Department, which has moved, the first-floor plan remains basically intact, although the second-floor plan has undergone small modifications.

2. Stairway: The stairway is located at the intersection of the two main corridors, opposite the Market Street entrance. It is made of elaborately ornamented wrought iron, with marble runners.

3. Flooring: Mosaic terrazzo.

4. Wall and ceiling finish: Plaster.

5. Openings: The wooden doors are set into a wooden arch; the top half of each door is the same "Colonial glass" as is found in the exterior doors.

6. Decorative features and trim: The woodwork was natural-finish, quartered white oak.

7. Mechanical equipment:

a. Heating: steam.

b. Lighting: gas and electricity, originally.

D. Site:

City Hall is on the northeast corner of Main and Market streets, on one of the sections of Market Square.

PART III. SOURCES OF INFORMATION

A. Early views: Some are in the collection of the Johnstown Flood Museum. There are also some in the Johnstown Tribune, October 24, 1902, and October 5, 1900.

B. Bibliography

1. Primary and unpublished sources:

Tax-assessment records, Johnstown City Hall.

2. Secondary and published sources:

Johnstown Tribune, October 24, 1902, October 5, 1900.

Lebovich, William L. America's City Halls. Washington, D.C.: The Preservation Press, 1984.

Policicchio, Benjamin. "The Architecture of Johnstown," Johnstown: The Story of a Unique Valley. Johnstown: Johnstown Flood Museum, 1985.

Prepared by: Terri Hartman
Project Historian
HABS
Summer 1988

HISTORIC AMERICAN BUILDINGS SURVEY

U. S. POST OFFICE
(Crown American Corporation Building)
HABS No. PA-5390

Location: 131 Market St., southeast corner of Locust and Market streets, Johnstown, Cambria County, Pennsylvania.

Present Owner/
Occupant: Crown American Corporation.

Present Use: Office building.

Significance: This was the first building in Johnstown designed specifically to serve as a post office, by John Knox Taylor, supervising architect of the Treasury. A grand example of the Greek Revival commercial style, the design of the post office represents the optimism felt about Johnstown in the first decades of the twentieth century.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1912-1914. The Supervising Architect of the U. S. Treasury signed the official proposal drawing for the structure on May 1, 1911. Construction began on April 26, 1912, and the building was occupied on 16 January 1914.

2. Architect: James Knox Taylor. Taylor was supervising architect of the U. S. Treasury between 1897 and 1912. Under his tenure, the office of the supervising architect was responsible for the construction and maintenance of all government buildings.

3. Original and subsequent owners: U. S. government, 1914 to 1968; Crown American Corporation, 1968 to present.

4. Original and subsequent occupants: When the post office moved to the new building in 1938, the U.S. government used the Market Street building as office space for various agencies. The 1938 city directory lists the occupant as the Works Progress Administration; in 1943 the building was vacant. From 1951 to 1965 the Veterans Administration was the major tenant, with various agencies such as the Internal Revenue Service, Selective Service, Bureau of Mines, and U.S. Coast Guard Recruiters occupying space at different periods. The building was vacant from 1966 to 1968, when Crown Construction (later Crown American Corporation) moved in. When Crown Construction bought the building in 1968 for $127,500, the terms of sale (deed No. 836-584) stipulated that the company

spend not less than $200,000 on improvements, and would never use the property as a public garage, parking lot, or manufacturing establishment.

5. Builder, Contractor, Suppliers:

Superintendent: Charles Marsh, for U.S. Department of the Treasury
Contractor: W.H. Fissell, New York, New York
Landscape Designer: E.H. Bochman, Pittsburgh, Pennsylvania
Decorative Sculptor: Ernest Bairstow, Washington, D.C.
Iron, Cast Iron, Copper, Bronze: John Pirkl Iron Works, Brooklyn, New York
Exterior Marble: Pennsylvania Marble and Granite Company, West Grove and Baker, Pennsylvania
Interior Marble: Vermont Marble Company, Proctor, Vermont
Granite: Stone Mountain Granite Corporation
Ornamental Plaster: Charles S. Alms, Greensburg, Pennsylvania
Architectural Terra Cotta: South Amboy Terra Cotta Company, South Amboy, New Jersey
Ornamental Iron: Flour City Ornamental Iron Works, Minneapolis, Minnesota
Office Safe: J.J. Baum Safe Company
Post Office Lock Boxes: Yale and Towne Manufacturing Company
Furniture: The Federal Equipment Company, Carlisle, Pennsylvania

6. Original plans and construction: The original proposal drawing (showing the Market Street elevation, the first-floor section, and basement, first floor, and mezzanine plans) by James Knox Taylor, the supervising architect of the U. S. Treasury, is dated 1 May 1911. The drawing is signed by the Secretary of the Treasury, the Postmaster General, and the Assistant Secretary of the Interior. The contractors, W.H. Fissell, were awarded the contract to construct the building for $121,508. Except for a few minor alterations the building retains its original appearance.

7. Alterations and additions: Originally there were revolving doors on both Market and Locust street entries. These were removed in spring 1932 when one of them spun out of control, hitting an elderly gentleman, who fell to the floor, fractured his hip and subsequently died. (Correspondence to Supervising Architect, 1932.) After the post office moved out, the Locust Street entrance was blocked and the decorative metalwork in the portico in antis was replaced with reflective glass. The original plans detail the revolving doors.

B. Historical Context:

As mentioned above, from 1897 to 1912 the office of the supervising architect was responsible for the construction and maintenance of all government buildings. Under the provisions of the 1893 Tarsney Act, these were designed within the Treasury Department or bid on by private architects and contracted out ("History of Post Office

Construction"). Large government projects generally were designed by private architects, but by 1904 it was determined to be more cost effective to design smaller buildings in house. Buoyed by the World's Columbian Exposition of 1893 and the subsequent City Beautiful movement, in 1901 Supervising Architect James Knox Taylor announced a return to the "classic style of architecture" for government buildings. (Lois Craig, The Federal Presence, 232.) The Johnstown Post Office follows that mandate.

On December 13, 1905, House Resolution 7036 was passed, giving the Treasury Department the authority to build a post office in Johnstown. In December 1907 Johnstown postmaster L. J. Foust wrote to Taylor, indicating a desperate need for a new post office. He cited a jump in the number of post office employees from nineteen to fifty-eight between 1897 and 1906, concluding that the present building (on Franklin Street, below the Tribune offices) was simply too small. The supervising architect agreed, and in 1908 asked for proposals from local landholders interested in selling land to be used for the new building. The corner of Market and Locust streets, belonging to real estate salesman Alexander Adair, was chosen, and on 23 December 1908 U.S. Department of the Treasury site agent Fred Brackett reported on the general difficulties involved in building in Johnstown, and the specific problems with the chosen site:

> It is difficult to find a site in Johnstown within the business district that will not be subject to a disastrous overflow of water, to avoid which entirely, the site must be selected on high ground entirely outside of the business district. If a site is selected within the business district, extraordinary measures must be taken to protect the basement of the Post Office building from damage by flood, and the common danger which menaces businessmen must be shared by the government. . . . [The proposed site on Market and Locust] is fairly well situated, the only apparent objections being the city "lockup" or jail in the rear of City Hall (an adjoining site), and its liability to overflow of water from spring freshets.

Project supervisor Charles Marsh wrote monthly progress reports to Taylor during the construction period. Taylor's authority was far-reaching; he even took it upon himself to approve samples of all materials used in the building. In spite of the great deal of time this required (several letters between Marsh and Taylor record Marsh's consternation with the slow process), the project proceeded without serious delay.

In addition to Marsh's progress reports, Taylor sent Treasury Department inspectors to the site. One of the most interesting (and least technical) observations came from inspector A. A. Packard on November 12, 1913:

> The terra cotta ornament and crown mould do not quite harmonize with the [exterior] marble work, but will probably tone down soon, as a result of smoke and fumes prevalent in vicinity.

The building was occupied on 17 January 1914. The postmaster and supervising architect continued to correspond after 1914, mainly about administrative matters. On 28 May 1935 Postmaster Frank J. Studeny wrote to the Honorable Joseph Gray of the House of Representatives, complaining that the lobby of the post office was too small, the roof leaked, and the building was not set up to handle parcel post effectively. Gray, in turn, approached the postmaster general, and by September 3, 1935, bids were being accepted for a new post office site in Johnstown. Construction on the new building, at the corner of Franklin and Locust streets, began in late 1937, and by the next fall the post office moved to the new building. The old building on Market was then used as offices for government agencies.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The building is a textbook example of Greek Revival styling, with a Doric order portico and a flat entablature.

2. Condition of fabric: Excellent.

B. Description of Exterior:

1. Dimensions: 91'-8" x 90'-8". The building is one story, with a basement and a mezzanine. The three-bay main facade on Market Street features an entrance portico created by eight columns. The Doric entablature has triglyphs and metopes, and lion's-head dentils run across the cornice.

2. Foundations: The brick basement walls are 8" thick.

3. Walls: Above grade the basement walls are faced with granite to the first floor; on the first floor and above, the superstructure is faced with Pennsylvania white marble. The Doric entablature has triglyphs and ornamental terra cotta metopes. Ashlar limestone medallions atop the four outer columns signify Justice, the seal of the United States, the seal of Pennsylvania, and the Pony Express. Originally a cast-iron facing covered with electroplated bronze stretched across the portico behind the columns.

4. Structural systems, framing: Reinforced concrete structure. The roof is wood-framed composition; the floor is reinforced concrete.

5. Openings:

   a. Doorways and doors: Originally there were wooden revolving doors on both the Market and Locust Street entrances. As mentioned earlier, the

Locust Street entrance has been closed off completely. Originally there were three revolving doors on Market Street (between the central four columns); they were removed in 1932. Now standard metal-encased glass swinging doors provide access to the building.

b. Windows and shutters: The original drawing includes two-story windows on the Market Street elevation, one on either side of the portico, but they were never installed. Originally the portico in antis was composed of glass covered by decorative metalwork; today, the metalwork has been removed and reflective glass installed. Originally all the exterior windows and doors were encased in electroplated cast iron.

6. Roof: The roof is flat, with ornamental terra cotta lion's-head dentils running across the terra cotta cornice.

C. Description of Interior:

1. The original floor plans are attached; the interior has been completely remodeled.

2. Flooring: Finished oak and pine.

3. Wall and ceiling finish: Available information reveals that ornamental terra cotta inserts in the main lobby pilasters were painted blue and cream.

4. Mechanical equipment: Available information indicates that the main part of the basement was devoted to a boiler.

D. Site: The building faces northwest on what has historically been a busy corner in the downtown commercial district.

PART III. SOURCES OF INFORMATION

A. Architectural Drawings: The only extant drawing of the first Johnstown post office, dated May 1, 1911, and signed by James Knox Taylor, is housed at the Cartographic and Architectural Branch of the National Archives, part of Record Group 121.

B. Bibliography:

General Correspondence and Related Records 1910-1939: Letters of the Supervising Architect, Record Group 121, National Archives, Washington, D.C.

[Harris, Emily J.] "History of Post Office Construction," U. S. Postal Service, Office of Real Estate, Washington, D.C., July 1982.

Policicchio, Benjamin. "The Architecture of Johnstown," Johnstown: The Story of A Unique Valley. Johnstown: Johnstown Flood Museum, 1985.

C. Supplemental Material:

Drawings of floor plans, Market Street elevation, and section, from the National Archives.

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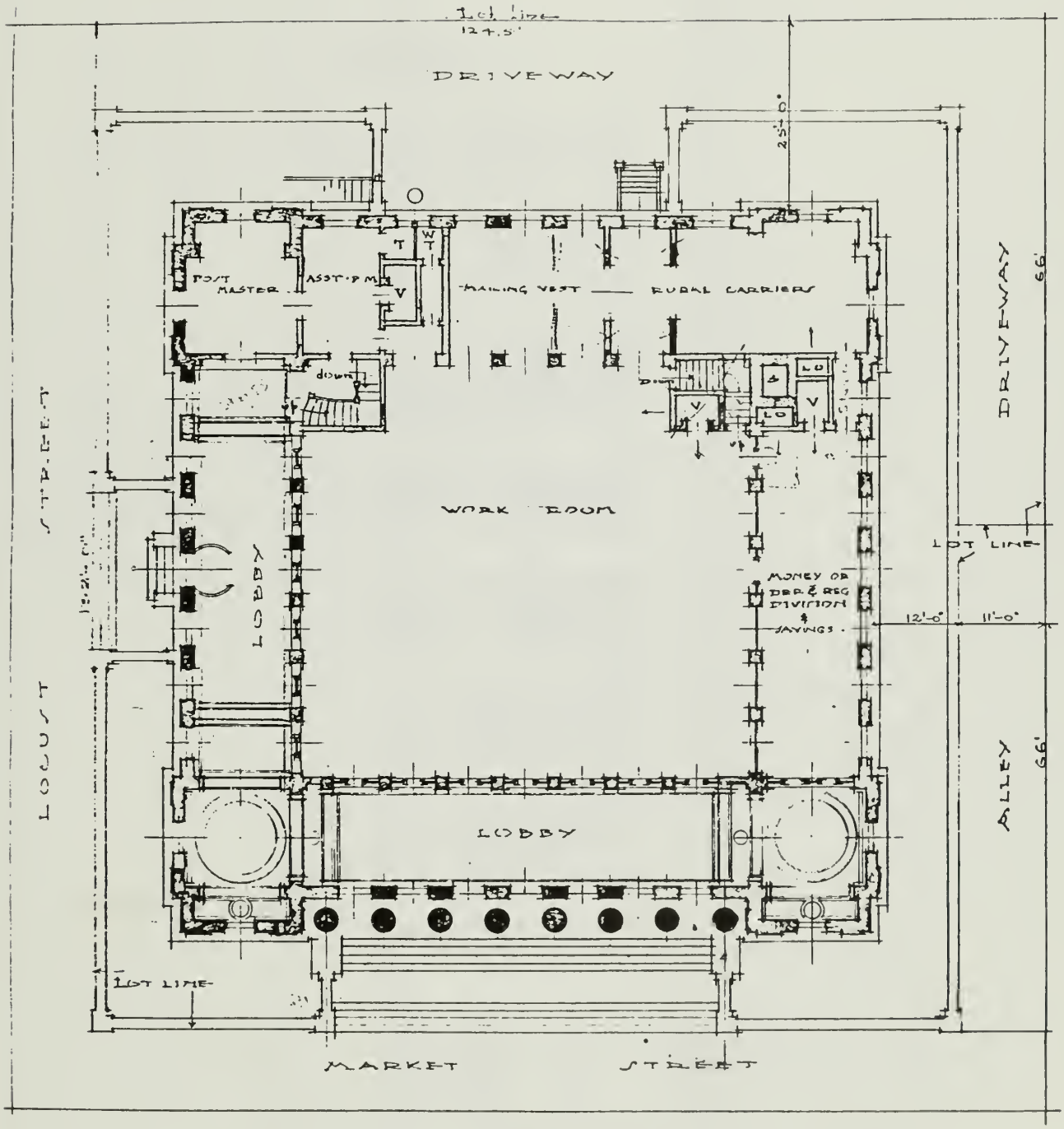
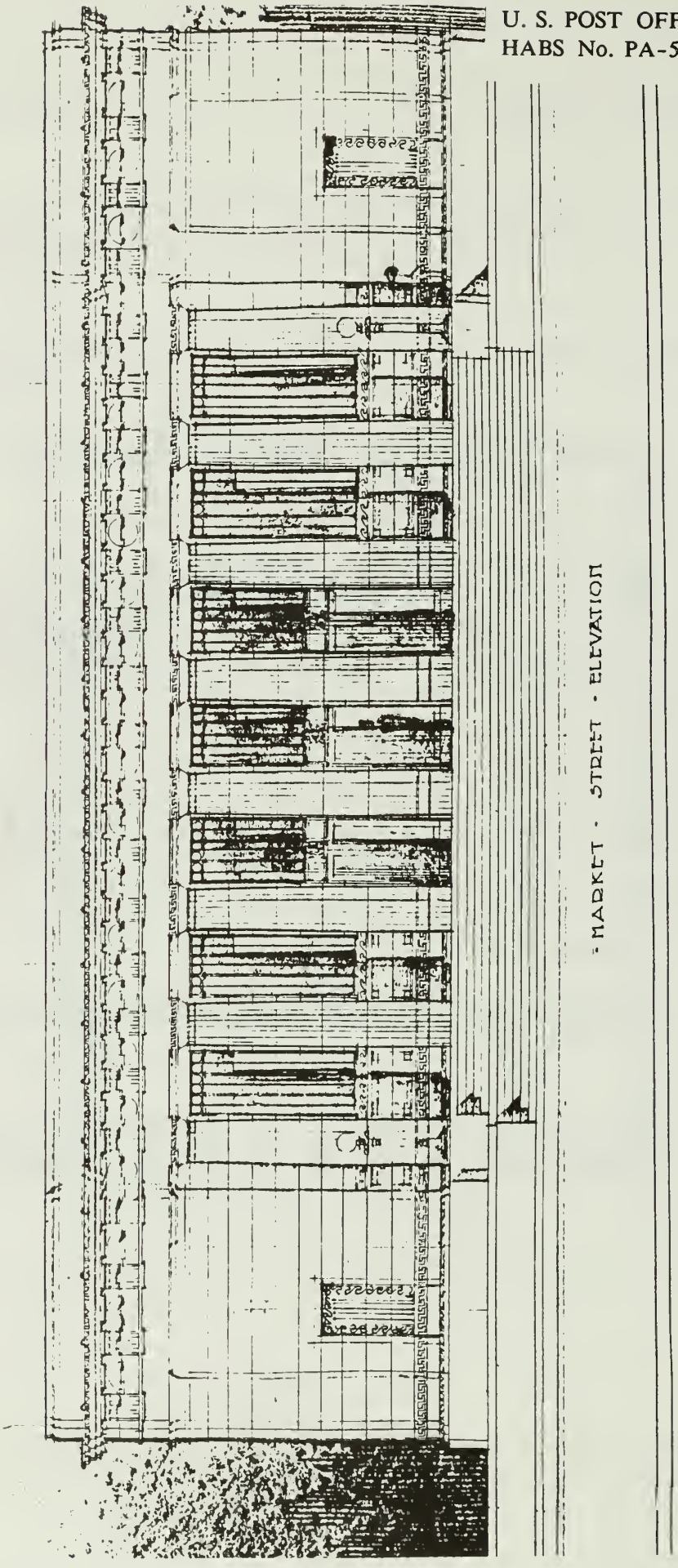
Summer 1988

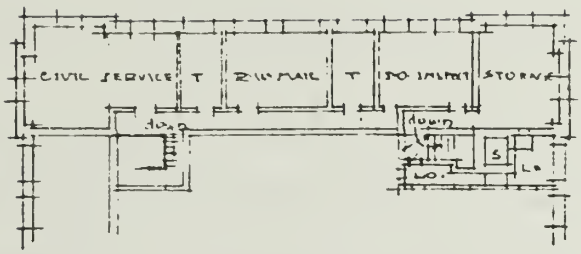


MAIN FLOOR PLAN

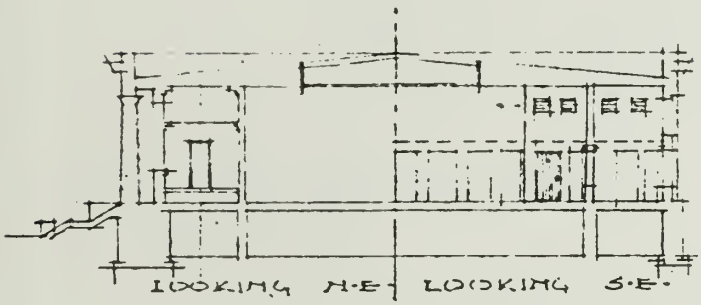
SCALE 1/16" - 1'-0"


MARKET - STREET - ELEVATION

MEZZANINE

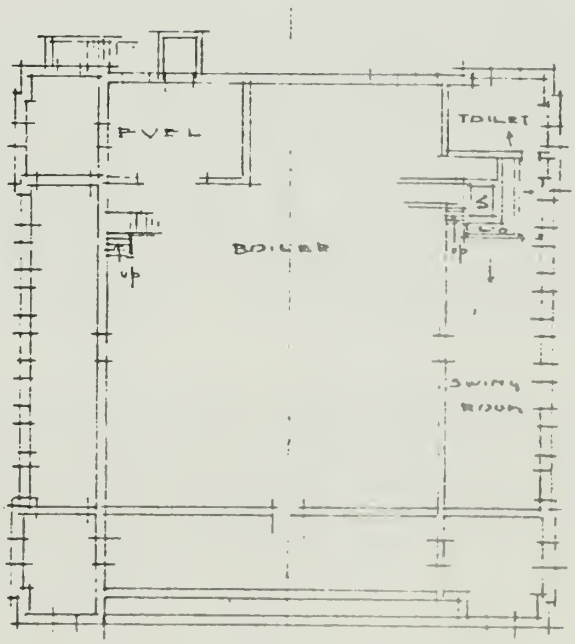


SECTION



1-32" = 1'-0"

BASEMENT



1-32" = 1'-0"

HISTORIC AMERICAN BUILDINGS SURVEY

JOHNSTOWN PUBLIC LIBRARY

HABS No. PA-5386

Location: 304 Washington St., southeast corner of Washington and Walnut streets, Johnstown, Cambria County, Pennsylvania.

Present Owner: Johnstown Flood Museum.

Present Use: Currently under renovation, it will reopen as a museum in spring 1989.

Significance: The library owes its original existence and reconstruction to the steel industry. In 1877 the Cambria Iron Company gave the Washington Street site to the Cambria Library Association, and two years later the original library was built. Greatly damaged in the 1889 flood, the library was rebuilt with an endowment from Andrew Carnegie; the Johnstown library was one of the steel magnate's earliest American philanthropic endeavors.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Date of erection: 1890-92; dedicated February 19, 1892.

2. Architect: Addison Hutton. Hutton was born in Westmoreland County into a Quaker family. His early building training came from his father, Joel Hutton, a carpenter in the rural Pennsylvania county. The young Hutton moved to Philadelphia in 1857, and found work in the architectural office of Samuel Sloan. Hutton stayed in Sloan's office until the autumn of 1861, when economic distress caused by the Civil War forced Sloan to dismiss him. Hutton worked alone until 1864 when he and Sloan formed a partnership. Sloan and Hutton was dissolved in 1868, and Hutton practiced alone for the rest of his career. Most of his commissions -- residential and commercial -- were in the Philadelphia area, many for prominent Quakers.

   In addition to the 1892 library, Hutton designed many buildings in and around Johnstown, including the original building for the Cambria Library Association (1879), the Cambria Club House (1881), and the offices for the Gautier Works (a subsidiary of Cambria Iron; 1883). The firm of Sloan and Hutton was responsible for the 1867 Wood, Morrell and Company store, and Hutton may have designed the 1891 Penn Traffic store.

3. Original and subsequent owners: Deed No. 44-708 records the 1881 transfer of the site from the Cambria Iron Company to the Cambria Library Association. In 1890 (deed No. 81-92) the Cambria Iron Company gave the adjacent lot to the Library Association. In 1961 Cambria Iron's successor, Bethlehem Steel, re-released the site to the library association (deed No. 760-121). The Johnstown Flood Museum bought the building in 1971.

4. Original and subsequent occupants: The Cambria Library Association occupied the building from 1892 until 1971. The Johnstown Flood Museum has operated a museum there since then.

5. Contractors and builders: Hoover, Hughes and Company were the contractors, Joseph Morgan, Jr., headed construction, and George E. Thackery supervised the mechanical works.

B. Historical Context:

The Cambria Library Association was organized as a private, cooperative institution on February 1, 1870. Each member of the association pledged $3, and the Cambria Iron Company matched the pledges. Within six months there were 206 members and 770 books. In 1877 the Cambria Iron Company gave the Washington Street site to the association and two years later paid for the erection of a new building. By the time of the 1889 flood, the library -- which owned 6,000 volumes and served as a U. S. government depository -- was free and public, with no charge for borrowing books or taking classes. Classes were offered in geology and mining, metallurgy, mechanical drawing, free-hand drawing, mathematics, physical geography, and political economy. All was financed by the $42,000 endowment given by officers and directors of the Cambria Iron Company.

The 1889 flood destroyed the library. In a November 1889 letter to Cambria Library Association president (and attorney for the Cambria Iron Company), Cyrus Elder, steel magnate Andrew Carnegie explained his first impressions of the damage to the library:

> The first report of the great disaster which I received in Paris told me you had gone. The brick building back of the general offices was stated to be still standing. This I took to be the library, or I should have cabled at once asking that the privilege of restoring it might be accorded to me.

Carnegie then wasted no time in requesting such a privilege, and Elder accepted with equal alacrity; on December 10, 1889 the board of managers of the Cambria Library Association resolved to accept Carnegie's offer of a new building, and thanked him "for this most liberal and grateful manifestation of his sympathy with and interest in the people of Johnstown."

Addison Hutton drew up the plans for the new building, but price negotiations with the contractors became a bit difficult. On May 9, 1890, Elder met with Carnegie in Pittsburgh to get his advice. Carnegie instructed Elder that he wanted nothing at all to do with the contractors, and issued a draft for $55,332 to cover the costs of the building. This sum apparently proved acceptable to all parties, and the building was dedicated on February 19, 1892.

The dedication ceremony was an elaborate affair, with notables from the Cambria Iron Company and the Cambria Library Association giving speeches about the magnificence of the library, the importance of education, and the generosity of Carnegie. Elder in particular lauded Carnegie's benevolence, regretting that he was not at the ceremony:

> Without him our opening ceremonies are like the play of Hamlet with the part of Hamlet omitted. We know how gracefully he can say the most appropriate word, and our programme was arranged mainly for the purpose of seeing and hearing him. . . . That Mr. Carnegie treats this large benefaction as an obligation which we have conferred upon him, makes it, in a certain sense, all the more onerous, and we will all be impressed with the great sense of responsibility in the administration of this trust. That it may be put to the best uses, I invoke the cordial co-operation of all our people. (Johnstown Tribune, February 20, 1892.)

Carnegie did, indeed, see endowing libraries as an obligation. He once explained his interest in philanthropy, particularly as it concerned libraries, with a story from his childhood:

> When I was a boy in Pittsburgh Colonel Anderson of Allegheny--a name I can never speak of without feelings of devotional gratitude--opened his little library of four hundred books to boys. . . . My brother and Mr. Phipps, who have been my principal business partners through life, shared with me Colonel Anderson's precious generosity, and it was when reveling in these treasures that I resolved, if ever wealth came to me, that it should be used to establish free libraries, that other poor boys might receive opportunities similar to those for which we were indebted to that noble man. (The Bulletin of the American Iron and Steel Association, January 1, 8, 1890.)

Carnegie's interest in the Johnstown library, however, ran a little deeper than merely ensuring that "other poor boys might receive opportunities."

Along with Henry Clay Frick and Henry Phipps, Jr., Carnegie was one of the early members of the South Fork Fishing and Hunting Club. When the South Fork Dam burst and the town flooded, Carnegie was in Paris. Up to this point Carnegie had

shown no interest in or allegiance to Johnstown; in fact, when he built the Edgar Thompson works in Braddock, Pennsylvania, he raided some of Cambria Iron's best workers for his new plant -- a clearly competitive, perhaps adversarial, action. Yet when news of the disaster reached him, he quickly put forth resolutions to the U. S. Legation in France that the people of Johnstown receive the legation's "profound and heartfelt sympathy" and congratulations for their "numerous acts of noble heroism"; in addition, the legation raised over 40,000 francs for disaster relief for the stricken city. Six months later he volunteered to rebuild the library, spending over $55,000 to do so. It was never proven conclusively that negligence on the part of the Fishing and Hunting Club caused the dam to break, but Carnegie clearly felt the need for some sort of personal absolution.

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: The library is a large square building with high massing. The Johnstown Tribune called it "French Gothic."

2. Condition of fabric: The exterior fabric is excellent; the interior is currently being renovated.

B. Description of Exterior:

1. Over-all dimensions: The square (65' x 65') three-story building has a full basement. The front facade is broken into three bays, with public entrance doors in the outer bays and smaller double wooden doors leading to a private office in the central bay. The side facades are each broken into four uniform bays; the bays are separated by pilasters that rise above the eaves to become chimneys. The back facade is the same as the front, but there are no public entrances.

2. Foundations: Twenty circular stone piers from 5' to 7' in diameter are founded on a bed of gravel 18' below the first floor.

3. Walls: From the ground to 4' above ground level the walls are ashlar Ohio River sandstone; a cut-stone sill separates this base from the hand-burned buff-colored brick above. The cornice -- actually a molding of corbel arches -- and the window jambs are made of molded brick. The pilasters -- two each on the front and back facades and three each on the side -- are also molded brick.

4. Structural system: Great note is made, in the Johnstown Tribune, of the "heavy arches sprung below ground which support the weight of the outer walls." The interior walls, roof, and floors were steel reinforced.

5. Chimneys: There are eight brick chimneys, two on each facade. Each chimney has eight chimney pots made of molded brick, and topped by a stone cap.

6. Openings:

   a. Doorways and doors: Each of the outer bays on the front facade contains a large tiled vestibule, that leads to an oak doorway. Decorative wrought-iron gates shield the vestibules. The door in the center bay of the front facade is also oak.

   b. Windows and shutters: Seven of the eight windows on each of the side facades is a tripartite double-hung one-over-one-light sash; the eighth window on each side facade is a double-hung one-over-one-light sash. On the front and back facades, each of the outer bays has a double-hung one-over-one-light sash window. In the center bay, five double-hung one-over-one-light-sash windows are arranged proportionately across the top half of the bay, and below each of the outer windows there is a double-hung one-over-one-light sash window on the bottom half of the bay.

7. Roof:

   a. Shape, covering: The steeply pitched hip roof, covered with Vermont slate, has copper flashings.

   b. Cornice: The brick cornice is a molding composed of corbel arches. It is separated from the roof and third-story dormers by a copper rain gutter.

   c. Dormers: There are a pair of large and a pair of small wall dormers on each of the front and back facades, and four uniform wall dormers on each of the sides. Above them, there are small dormers. All of the dormers are sheathed in copper, and all but the small ones are flanked by diagonally set brick pilasters capped with cut stone.

C. Description of Interior:

1. Floor plans: Running the full width and length of the building, the first floor was an auditorium. The platform used as a stage ran against the south wall. There was a small dressing or preparation room on either side of the platform.

   The second floor was the library, which consisted of two glass-partitioned classrooms in the rear corners and a central reading room. The reading room was divided into a children's area, a men's area, and a women's area. A 20' long librarian's desk separated the closed book stacks in the northern end of the library from the central reading room.

The third floor was a 63' x 25' x 35' gymnasium. The northeast and northwest corners of the gym each contained dressing rooms. There was a gallery housing a running track above the gymnasium.

2. Stairways: The two iron stairways, featuring ornamental wrought-iron railings and oak hand rails, were located in the east and west entrance vestibules of the building. The stair halls on the first floor were laid with white marble tiles with a base skirting of black marble.

3. Flooring: The floors throughout were natural-finished yellow Pennsylvania pine.

4. Wall and ceiling finish: Buff-colored plaster.

5. Openings:

   a. Doorways and doors: The interior doors are polished oak.

   b. Windows: The reading room and gymnasium were illuminated entirely by natural light during the day.

6. Mechanical equipment:

   a. Heating, air conditioning, ventilation: The library was steam heated from a boiler located on the first floor between the two main entrances. On the second and third floors, steam radiators against the walls beneath the windows provided heat. For the heating system in the lecture hall, air was drawn from outside, passed over a large steam coil and forced by a steam-driven fan blower to all areas of the room.

   b. Lighting: The only room for which any lighting information is available is the reading room, which had gas jets "of a special design, which give a bright light, free from any shadows from the fixtures themselves."

   c. Plumbing: There were four toilet rooms: one on the east and west sides of the first and second floors. They were "equipped with all the necessary fixtures of the best quality." The gymnasium dressing rooms had marble-lined showers, which consisted of "a marble stall with a large shower overhead, and its sides are lined with fine brass pipes, containing many minute perforations through which the water issues with considerable force, the action being concentrated at the center of the stall where the bather stands."

7. Gymnasium equipment: The Johnstown Tribune bragged that the gymnasium in the library "compares favorably with any in the country." It may have, as it contained ten weight machines, traveling rings, flying rings, a horizontal bar,

parallel bars, a climbing rope, swords, wooden and iron dumbbells, boxing gloves, a suspended ladder extending across the room, and a pole-vaulting outfit. A padded leather running track was installed in a gallery above the gymnasium.

8. Original furnishings: The lecture hall featured 300 folding seats, which had iron frames with curved backs and five-ply wood veneer seats. In the reading room, the moderate-sized oak reading tables had matching oak armchairs.

D. Site: On the southeast corner of Washington and Walnut streets, the library faces north. It was located in a busy commercial area; the Cambria Iron Company offices and the Penn Traffic store were across the street. Next door were shops and hotels.

PART III. SOURCES OF INFORMATION

A. Early Views: The Johnstown Flood Museum has some; there are also some in the Johnstown Tribune, February 20, 1892.

B. Bibliography:

Bobinski, George S. Carnegie Libraries. Chicago: American Library Association, 1969.

"The Cambria Library to be Rebuilt by Mr. Andrew Carnegie," The Bulletin of the American Iron and Steel Association, 1 and 8 January 1890.

"1889 Walking Tour" brochure, Johnstown Flood National Memorial.

"Helping the Workingmen to Help Themselves," The Iron Trade Review 6 June 1912: 1213-19.

Krause, Paul L. "Patronage and Philanthropy in Industrial America: Andrew Carnegie and the Free Library in Braddock, PA," The Western Pennsylvania Historical Magazine 71 (April 1988): 127-145.

Correspondence between Cyrus Elder and Andrew Carnegie, Carnegie Corporation of New York.

"The New Cambria Library," Johnstown Tribune, 20 February 1892.

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HABS
Summer 1988

APPENDIX B: BUILDINGS SURVEYED

APPENDIX B: BUILDINGS SURVEYED

Following are lists of buildings constructed before 1949 in three neighborhoods: Cambria City, Minersville, and Westmont. Basic information was collected and a 35mm photograph was taken of each building in the survey area. The information was entered on a dBase III Plus program, which was used to generate these lists. The lists use certain abbreviations, codes, and conventions, which are explained below.

Name: This is the historic name of the building, usually the name of the original owner. Original owners were determined only when additional research was undertaken. If there is an obvious present name, it is placed in parentheses.

Original Use: The following codes have been used:

CA	commercial: autmobile-related
CH	commercial: hotel
CR	commercial: retail
CS	commercial: social organization
CW	commercial: warehouse
EC	ecclesiastical: church
EP	ecclesiastical: parish house, school
ER	ecclesiastical: residence
I	industrial
MR	mixed use: retail/residential
PP	public: police, fire
PS	public: school
RM	residential: multi-family
RS	residential: single-family
UB	utility building

Exterior Material: The designation "+" signifies that more than one material is used prominently on the exterior. Abbreviations include:

woodh	horizontal wood siding
woods	wood shingles
woodv	vertical wood siding

Number of Stories: The designation "a" signifies a half-story.

Roof Shape: The following abbreviations are used:

gablec	cross gable (gables on front and side)
gablef	front gable (ridgeline perpendicular to street)
gablem	complex roofline, multiple gables
gables	side gable (ridgeline parallel to street)

Number of Units: This is the number of units that are easily visible, most easily defined by the number of doors on the first-floor front facade. The question here is one of original design intent -- was it built as a double house, or a single house -- not the nature of the living arrangements today.

Built by this Year: Construction dates were not determined precisely, but estimates were obtained using maps. The Sanborn Fire Insurance Maps, listed in the bibliography, indicate many buildings. The "Built by this year" column lists the first map on which the building appears. Because the maps did not cover all of the survey areas in every edition, the fact that a building was not recorded on the previous map does not automatically mean that it did not exist at that time.

CAMBRIA CITY: BUILDINGS SURVEYED
1988

Name	Address	Original Use	Structural Material	Exterior Material	No. of Stories	Roof Shape	No. of Units	Built by this year
	202 -06 Brallier Pl.	RM	wood	vinyl+	2	gables	3	1913
	207 Brallier Pl.	RS	wood	vinyl	2	gablef	1	1891
	211 Brallier Pl.	RS	wood	asbestos	2a	gables	1	1911
	218 Brallier Pl.	RM	wood	woodh	2a	gablef	2	1891
	308 Brallier Pl.	RS	wood	asphalt	2	gablef	1	1949
	310 -12 Brallier Pl.	RM	wood	asbestos	2a	gablec	4	1949
	315 Brallier Pl.	RM	brick	brick	3	flat	1	1913
Joseph Komara House II	403 Brallier Pl.	RM	wood	asbestos	2	gables	2	1911
	411 Brallier Pl.	RS	wood	asbestos	2	gables	1	1913
	415 Brallier Pl.	RS	wood	asphalt	2	gablef	1	1949
	421 Brallier Pl.	RS	wood	vinyl	2	gables	1	1949
	615 Brallier Pl.	RS	wood	vinyl	3	gambrel	1	1911
	617 -19 Brallier Pl.	RM	brick	brick	2a	gables	3	1911
	711 Brallier Pl.	RS	brick	brick	2a	gables	1	1949
	711 -13 Brallier Pl.	RM	wood	vinyl	2a	gables	2	1911
	716 Brallier Pl.	RS	wood	vinyl	3	gambrel	1	1911
	806 Brallier Pl.	RS	wood	asbestos	2	gables	1	1949
	812 Brallier Pl.	RM	wood	woodh	2	gables	1	1913
	813 Brallier Pl.	RS	brick	brick	2	gables	1	1949
	815 Brallier Pl.	RS	wood	vinyl	2a	gambrel	1	1911
	819 Brallier Pl.	RS	wood	woodh	2a	gablef	1	1949
	906 Brallier Pl.	RS	wood	vinyl	2	gables	1	1895
	202 Broad St.	CH	wood	brick+	3	mansard	1	1891
Dewey's Auto Body	204 Broad St.	CA	conc. blk.	brick	1	flat	1	1949
Boratkos Tavern	208 Broad St.		brick	brick	2a	gablem	1	1949
	216 -18 Broad St.	MR	wood	brick+	2	gablem	2	1913
	222 -24 Broad St.	MR	wood	vinyl+	2a	gablec	2	1891
Immaculate Conception Church of the Blessed Virgin	300 Broad St.	EC	brick	brick	2	gablef	0	1911
Immaculate Conception Church Rectory	308 Broad St.	ER	brick	brick	2	hip	1	1911
Samuel Pollak Meat Market (Hornick Sporting Goods)	314 -16 Broad St.	MR	brick	brick+	3	flat	1	1911
	318 Broad St.	RS	wood	woodh+	2a	gablec	2	1895
	320 Broad St.	RS	wood	woodh	3	gambrel	1	1895
	322 Broad St.	RM	wood	stone	2a	gables	2	1891

	324	Broad St.	RM	wood	woodh	2a	gables	1	1891
	414	Broad St.	RS	wood	asbestos	2	gables	1	1886
	416	Broad St.	CR	wood	vinyl+	2	flat	2	1911
George Wagner House	418	Broad St.	RS	wood	woodh	2a	gables	1	1886
	420	Broad St.	RM	wood	asphalt	2a	gables	2	1895
George Blimmel Building	502 -04	Broad St.	CH	wood	brick+	3	mansard	3	1891
	520 -22	Broad St.	RM	wood	asbestos	2a	gables	2	1891
	524	Broad St.	RM	wood	asbestos	2a	gables	1	1891
	602	Broad St.	MR	brick	brick	3	mansard	3	1895
Spacks News	606	Broad St.	CR	wood	brick+	3	flat	1	1891
	608	Broad St.	RM	wood	vinyl	2	gables	1	1891
Croatian Hall (Hrvatska Dvorana)	612	Broad St.	CS	brick	brick+	2a	hip	1	1949
Cambria Fire Hook and Ladder Company Building	624	Broad St.	PP	brick	brick	2a	hip	1	1895
	716	Broad St.	RM	wood	woodh	2a	gables	2	1895
	718 -20	Broad St.	RM	wood	brick+	2a	gables	2	1895
	722	Broad St.	RS	wood	asbestos	2	gablef	1	1891
	724	Broad St.	RS	wood	woodh	2a	gablef	1	1891
Our Sons' Family Restaurant	800	Broad St.	CR	brick	brick	2	flat	1	1949
	802	Broad St.	MR	wood	woodh	2a	gablec	1	1895
	806 -08	Broad St.	RM	wood	asphalt	2a	gablec	2	1895
	810 -12	Broad St.	RM	wood	vinyl	2a	gablec	2	1895
	810	Broad St.	RS	wood	vinyl	2	gablef	1	1895
	814	Broad St.	CR	wood	brick+	3	flat	2	1911
	816	Broad St.	RS	wood	vinyl	3	gambrel	1	1911
	818	Broad St.	RS	brick	brick+	3	gambrel	1	1913
	820	Broad St.	RS	wood	aluminum	2	gables	1	1895
	824	Broad St.	RS	wood	asphalt	2	gables	1	1895
St. Columba's Church Rectory	916	Broad St.	ER	brick	brick	2a	gablem	1	1895
St. Columba's Roman Catholic Church II	918	Broad St.	EC	brick	brick	2	gablef	1	1949
	206	Cambria Pl.	RM	wood	woodh	2	gables	2	1911
	208	Cambria Pl.	RM	wood	woodh	2	gables	2	1911
	212	Cambria Pl.	RS	wood	woodh	2	gables	1	1911
	216	Cambria Pl.	RS	wood	asphalt	2	gablef	1	1911
	309	Cambria Pl.	RM	wood	aluminum	2a	gables	2	1911
	311	Cambria Pl.	RS	wood	vinyl	2	gables	1	1913
	412	Cambria Pl.	RM	wood	asphalt	2	gables	2	1891
	414	Cambria Pl.	RS	wood	formstone	2	gables	1	1911
	418	Cambria Pl.	RM	wood	asphalt	2	gables	2	1891
	513	Cambria Pl.	RS	wood	vinyl	2a	gables	1	1911
	515	Cambria Pl.	RM	wood	woodh+	2	gables	2	1913
	519	Cambria Pl.	RM	wood	asphalt	2	gables	2	1911
	706	Cambria Pl.	RS	wood	asbestos	2	gablef	1	1895

	820	Cambria Pl.	RM	wood	vinyl	2a	gables	1	1911
	906	Cambria Pl.	RS	wood	asbestos	2a	gables	1	1949
Victor E. Faith House	122 -24	Chestnut St.	CR	wood	brick	3	mansard	3	1895
	201	Chestnut St.	RS	wood	vinyl	2	gables	1	1895
Lorditch House	202	Chestnut St.	CW	wood	asbestos	2a	gablec	2	1886
	203	Chestnut St.	CR	wood	formstone+	2	gablec	1	1886
	204	Chestnut St.	RS	wood	asbestos	2	gables	1	1891
	205	Chestnut St.	RS	wood	vinyl	2a	gablef	1	1911
	206	Chestnut St.	RS	wood	vinyl	2a	gablef	1	1911
Paukratz Bratz House	207	Chestnut St.	RS	wood	asphalt+	2	gables	1	1886
Mannerchor Singing Society Hall	210	Chestnut St.	CS	wood	asphalt	2	gablef	1	1911
	212	Chestnut St.	RM	wood	woods	2a	gables	2	1891
	214	Chestnut St.	RS	wood	woods+	2a	gablec	2	1891
	216	Chestnut St.	RS	wood	asphalt	2	flat	1	1891
	218	Chestnut St.	RS	wood	vinyl	2	gablef	1	1891
	220	Chestnut St.	RS	wood	vinyl	2	gablef	1	1891
	222	Chestnut St.	RS	wood	aluminum	2	gablef	1	1891
John Weber House	224	Chestnut St.	MR	wood	vinyl+	2a	gablec	2	1891
St. Mary's Syrian Orthodox Church (St. George's)	300	Chestnut St.	EC	brick	brick	2	gablef	0	1913
	301	Chestnut St.	RS	brick	brick	2a	gablem	3	1911
	307	Chestnut St.	RS	wood	asphalt	2a	gablef	1	1886
	309	Chestnut St.	RS	wood	asphalt	3	gables	1	1895
Stenger House	313 -15	Chestnut St.	RS	wood	asbestos	2a	gables	2	1886
Chestnut Hotel	318 -20	Chestnut St.	CH	brick	brick	3	flat	2	1891
	323	Chestnut St.	RM	wood	asbestos	3	gablef	2	1913
	402	Chestnut St.	MR	wood	brick+	2a	gables	0	1886
Joseph Komara House I	403	Chestnut St.	RM	wood	asbestos	2a	gables	2	1895
	404	Chestnut St.	CR	wood	woodv	2	gables	1	1911
	405	Chestnut St.	RM	wood	woodh	2a	gablef	1	1895
	406	Chestnut St.	MR	wood	woodv	2a	gables	2	1911
	407	Chestnut St.	RS	wood	vinyl	2a	gablef	1	1911
	408	Chestnut St.	RM	wood	aluminum	2a	gables	2	1911
	409	Chestnut St.	RS	wood	woodv+	2a	gablef	1	1891
	410	Chestnut St.	RM	wood	vinyl	2	gables	2	1895
	411	Chestnut St.	RM	wood	woodh	2a	gables	1	1891
	412	Chestnut St.	RM	wood	aluminum	2	gables	2	1895
	413	Chestnut St.	RS	wood	woodv+	2a	gables	1	1911
	414	Chestnut St.	RS	wood	vinyl	2a	gablef	2	1911
	415	Chestnut St.	RS	wood	woodh	2a	gablef	1	1891
	416	Chestnut St.	RS	wood	woods	2a	gablef	1	1886
	417	Chestnut St.	RS	wood	woodv	2	gables	1	1891
	418	Chestnut St.	RM	wood	vinyl	2a	gablef	2	1891
	419	Chestnut St.	RM	wood	asphalt	2a	gables	2	1891

	420	Chestnut St.	RM	wood	asbestos	2a	gables	1	1911
	421 -23	Chestnut St.	RM	wood	vinyl	2a	gables	2	1886
	421	Chestnut St.	RS	wood	vinyl	2	gables	1	1911
	424	Chestnut St.	RS	wood	aluminum	2	gables	1	1886
Chestnut Street Public School	500	Chestnut St.	PS	brick	brick	3	flat	0	1949
Consolidated Vending Company	512	Chestnut St.	CR	brick	brick	2	flat	2	1911
	521	Chestnut St.	RS	wood	formstone+	2	gablec	1	1949
St. Emerich's Roman Catholic Magyar Church	600	Chestnut St.	EC	brick	brick	2	gablef	0	1949
John Casper Roth House	601 -03	Chestnut St.	RM	wood	woodh	2a	gables	3	1895
	604	Chestnut St.	RS	wood	vinyl	2a	gambrel	1	1891
	605	Chestnut St.	RS	wood	asphalt	2a	gablef	1	1911
	606	Chestnut St.	RS	brick	brick	2a	gablef	1	1911
	607 -1/2	Chestnut St.	RS	wood	woodh	2a	gablef	1	1911
	607	Chestnut St.	RS	wood	woodh	2	gables	1	1891
	608	Chestnut St.	RS	wood	formstone	2	gablef	1	1891
	609 -11	Chestnut St.	RM	wood	aluminum	2a	gables	2	1891
	610	Chestnut St.	RS	wood	asbestos	2a	gablef	1	1895
	612	Chestnut St.	CR	wood	vinyl	2a	gables	1	1949
	613	Chestnut St.	RS	wood	vinyl	2	gables	1	1891
	614	Chestnut St.	RS	wood	asbestos	2a	gables	1	1911
	615	Chestnut St.	RS	wood	stone+	2	gablef	1	1891
	616	Chestnut St.	RS	wood	aluminum	2a	gables	1	1891
	617 -19	Chestnut St.	RM	wood	woodh	2a	gables	2	1891
	618	Chestnut St.	RS	wood	asbestos	2a	gables	1	1891
	620	Chestnut St.	RS	wood	vinyl	2	gablef	2	1891
	622	Chestnut St.	RS	wood	vinyl+	2	gables	1	1891
	623	Chestnut St.	MR	wood	woodh	2	gables	1	1891
	624	Chestnut St.	RS	wood	asphalt	2a	gables	1	1891
	704	Chestnut St.	RS	wood	woodh	2	gables	1	1891
	706	Chestnut St.	RS	wood	brick	2	gables	1	1891
	707	Chestnut St.	RS	wood	asphalt	2a	gablef	1	1911
	708 -10	Chestnut St.	RM	wood	vinyl	2a	gables	2	1891
Holy Cross Lutheran Church	711	Chestnut St.	EC		stone	1a	gablef	0	1949
	712	Chestnut St.	RS	wood	asphalt+	2	gables	1	1891
	713	Chestnut St.	RS	wood	woodh	2	gables	1	1891
	715	Chestnut St.	RS	wood	vinyl	2	gablef	1	1911
First Catholic Slovak Band Hall	716	Chestnut St.	CS	wood	brick+	2	gablef	1	1949
	717	Chestnut St.	RS	wood	woodh	2a	gambrel	1	1891
St. Rocha's Church Parochial School	719	Chestnut St.	EP	brick	brick	3	flat	1	1913
St. Rochus Croatian Catholic Church	800	Chestnut St.	EC	brick	brick	1a	gablef	0	1911
	802	Chestnut St.	RM	wood	vinyl	2a	gables	1	1911

	806	Chestnut St.	RS	wood	aluminum	2a	gablec	1	1895
St. Rochus Credit Union	808	Chestnut St.	RS	wood	woods+	2	gables	1	1895
	809	Chestnut St.	RS	wood	aluminum	2	gablef	1	1949
	810	Chestnut St.	RS	wood	asbestos+	2	gables	1	1911
	811	Chestnut St.	RS	wood	vinyl	2a	gables	1	1895
	812	Chestnut St.	RS	wood	vinyl	2	gables	1	1895
Eva Wass House	813	Chestnut St.	RS	wood	woodh	2a	gablef	1	1895
	815	Chestnut St.	RS	wood	woodh	3	gambrel	1	1895
Joseph Kelly House	816 -1/2	Chestnut St.	RS	wood	woodh+	2a	gablef	1	1911
	817	Chestnut St.	RS	wood	vinyl	2	gables	1	1895
	818	Chestnut St.	RM	wood	asbestos	2	gables	1	1895
	819	Chestnut St.	RS	wood	vinyl	2	gablef	1	1911
	820	Chestnut St.	RS	wood	woodh	2a	gablef	1	1895
	821	Chestnut St.	RS	wood	woodh	2	gablef	1	1895
Hungarian Reformed Church (United Church of Christ	822 -24	Chestnut St.	EC	wood	brick+	1	gablef	1	1913
	823	Chestnut St.	RS	wood	aluminum+	2	gables	1	1895
Albrecht Greiner House	902	Chestnut St.	RS	wood	asphalt	2	gables	1	1895
	905	Chestnut St.	RM	brick	brick	2a	gablef	1	1911
	906	Chestnut St.	RS	wood	aluminum	2	gablef	1	1895
	907	Chestnut St.	RS	wood	aluminum	2	gablef	1	1895
	909	Chestnut St.	RS	wood	aluminum+	2	gables	1	1895
	910	Chestnut St.	RS	wood	woodh	2a	gablef	1	1911
St. Columba's Church Convent	915	Chestnut St.	EP	brick	brick+	2a	gablef	1	1911
St. Columba's R. C. Church I (West End Cath. Sch.)	917	Chestnut St.	EP	brick	brick+	2	gablef	1	1895
	309 -11	Eighth Ave.	RM	wood	woods	2	gables	3	1895
	310 -12	Eighth Ave.	RM	wood	woodh	2	gables	2	1911
	314	Eighth Ave.	RS	wood	asbestos	2	gablec	1	1911
August G. Mayer House	410	Eighth Ave.	I	brick	brick	2	flat	1	1911
	311	Fifth Ave.	RS	wood	asphalt	2a	hip	1	1911
	314	Fifth Ave.	RS	wood	vinyl	2a	gablem	1	1911
St. Casimir's School	400	Fifth Ave.	EP	brick	stone	3	flat	1	1949
	408	Fifth Ave.	RM	wood	vinyl	2a	gables	2	1913
	409	Fifth Ave.	RM	wood	vinyl	2	gables	1	1911
	413 -15	Fifth Ave.	RM	wood	brick	2a	gablec	2	1895
	417 -19	Fifth Ave.	RM	wood	brick+asbt	2a	gablec	2	1911
European Hotel	313 -15	Fourth Ave.	CH	brick	brick	4	flat	1	1949
	316 -20	Fourth Ave.	RM	wood	asbestos	2	gables	3	1949
	317	Fourth Ave.	CR	brick	brick	3	flat	2	1949
St. Stephen's Roman Catholic Slovak Church	414	Fourth St.	EC	stone	stone	2	gablef	0	1911
	312 -14	Ninth Ave.	RM	wood	aluminum	2a	gablef	2	1911
	321	Ninth Ave.	RS	wood	brick	2a	gablef	1	1949
	411	Ninth Ave.	RS	wood	asphalt	2a	gables	1	1913

	413 -15	Ninth Ave.	RM	wood	asphalt	2a	gables	2	1913
	302	Power St.	RS	wood	vinyl	2	gablef	1	1891
Polski Dom	306	Power St.	CS	brick	brick+	2a	gablef	1	1949
	309	Power St.	RS	wood	aluminum	2	gablef	1	1891
	310	Power St.	RS	wood	vinyl	2	gablef	1	1891
	311	Power St.	RS	wood	vinyl	2a	gablef	1	1895
	316	Power St.	RM	wood	asphalt	2	gables	2	1911
St. Stephen's School	317	Power St.	EP	brick	brick	4	flat	0	1949
	318	Power St.	RS	wood	vinyl	2	gables	1	1891
	320	Power St.	RS	wood	asbestos+	2	gablef	1	1911
	322 -24	Power St.	RM	wood	vinyl	2a	gablec	2	1895
	324 -1/2	Power St.	RS	wood	asbestos	2	gables	1	1911
St. Mary's Greek Catholic Church	401	Power St.	EC	brick	brick	2	gablef	1	1949
St. Mary's Greek Catholic Church Rectory	413	Power St.	ER	brick	brick	2	flat	1	1911
	422	Power St.	RM	wood	asbestos	2	gablef	1	1911
St. Casimir's Roman Catholic Church	500	Power St.	EC	brick	stone	3	gablef	0	1911
St. Casimir's Church Rectory	501	Power St.	ER	stone	stone	2a	gablec	1	1913
St. Casimir's Church Convent	511	Power St.	ER	brick	brick	2a	hip	1	1911
	513	Power St.	RM	wood	asbestos	2a	gables	2	1913
	515	Power St.	RM	wood	asphalt	2a	gablef	2	1911
	517	Power St.	RM	wood	asphalt	2a	gablem	2	1911
	519	Power St.	RS	wood	woodh+	3	gambrel	1	1913
William Fehse House	521	Power St.	RM	wood	woodh+	2a	gablef	2	1911
	523	Power St.	RS	wood	woodh+	2a	gablef	1	1911
	314 -16	Roosevelt Blvd.	RM	brick	brick	3	flat	2	1949
	318	Roosevelt Blvd.	RS	wood	asphalt	2	gables	1	1895
	320	Roosevelt Blvd.	RS	wood	asphalt	2	gables	1	1913
	322 -24	Roosevelt Blvd.	RM	brick	brick	3	flat	2	1911
	419	Roosevelt Blvd.	RM	wood	vinyl	2	gables	1	1895
	202	Second Ave.	RS	wood	asphalt	2	gables	1	1891
	311	Second Ave.	RS	brick	brick	2a	gables	1	1949
	313	Second Ave.	RS	wood	woods	2a	gablef	2	1911
Matilda Pesch House	317	Second Ave.	RS	wood	woodh	2	gables	1	1911
	318	Second Ave.	RS	wood	aluminum	2	gablef	1	1886
	320	Second Ave.	RS	wood	asphalt	2	gablef	1	1895
Victor Faith Building	322 -24	Second Ave.	RM	brick	brick	3	flat	2	1911
	322	Second Ave.	RS	wood	asphalt	2	gables	1	1895
	311 -13	Seventh Ave.	RM	wood	woodh	2a	gablec	2	1911
	314	Seventh Ave.	RM	wood	vinyl	2	gables	1	1911
Germania Brewing Company Building	200	Sixth Ave.	I	brick	brick	2	flat	0	1911
	308	Sixth Ave.	RS	wood	woodh	2	gables	1	1891

	311	Sixth Ave.	RS	wood	woodh	2	gablef	1	1949
	313	Sixth Ave.	RM	wood	woodh	2	gables	1	1911
	317	Sixth Ave.	RM	wood	vinyl	1	gables	1	1911
	409	Sixth Ave.	RS	wood	asbestos	2	gablef	1	1911
St. Emerich's Church Rectory	412	Sixth Ave.	ER	brick	brick	2	gables	1	1949
	313 -15	Third Ave.	RM	wood	aluminum	2a	gablef	2	1895
	407 -11	Third Ave.	CW	cement blk	brick	2	flat	1	1949

MINERSVILLE: BUILDINGS SURVEYED
1988

Name	Address	Original Use	Structural Material	Exterior Material	No. of Stories	Roof Shape	No. of Units	Built by this year
	143 -45 Benshoff St.	RM	wood	woodh	2a	gablef	2	1895
	149 -51 Benshoff St.	RM	wood	woodh	2a	gablef	2	1895
	152 -24 Benshoff St.	RM	wood	vinyl+	3	gables	1	1895
Polish National Alliance Building	153 Benshoff St.	CS	wood	asphalt	2	hip	2	1949
	156 -58 Benshoff St.	RM	wood	asphalt	2a	gablef	2	1911
	160 Benshoff St.	RM	wood	asphalt	2a	gablef	2	1911
	161 Benshoff St.	RS	wood	asphalt+	2	gables	2	1895
	162 Benshoff St.	RS	wood	vinyl	2	gables	1	1895
	163 Benshoff St.	RS	wood	aluminum	2	gablef	1	1911
	165 Benshoff St.	RM	wood	asphalt	2	gables	1	1911
	166 Benshoff St.	RS	wood	vinyl	3	gables	1	1895
	171 -75 Benshoff St.	RM	wood	asphalt	2	gables	1	1911
	174 Benshoff St.	RM	wood	asphalt	3	gables	1	1895
	177 Benshoff St.	RS	wood	asphalt	2	gables	2	1895
	182 Benshoff St.	RS	wood	woodh	3a	gablec	1	1895
	132 Connelly Ave.	RS	wood	woodh+	3a	gablef	1	1895
	134 Connelly Ave.	RS	wood	vinyl	3	gablef	1	1895
	158 Connelly Ave.	RM	wood	woodh	3a	gablef	2	1913
	162 Connelly Ave.	RM	wood	woodh	2	gables	2	1913
	172 -74 Connelly Ave.	RM	wood	woodh+	3a	gablec	4	1911
	178 Connelly Ave.	RS	wood	vinyl	2	gables	1	1911
	208 -10 Honan Ave.	RM	wood	aluminum	1a	gables	2	1895
	209 -11 Honan Ave.	RM	wood	asbestos	3	gablef	2	1895
	212 Honan Ave.	RS	wood	asbestos	2	gables	1	1895
	213 Honan Ave.	RM	wood	asphalt+	3	gables	1	1895
	214 Honan Ave.	RS	wood	woodh+	2	gables	1	1895
Denis Roach House	215 -17 Honan Ave.	RM	wood	woodh	3	gables	2	1895
	300 Honan Ave.	RM	wood	vinyl	2	gables	1	1895
	302 Honan Ave.	RS	wood	asphalt	2	gablef	1	1911
	304 -6 Honan Ave.	RM	wood	asphalt	2	gables	1	1895
	318 Honan Ave.	RS	wood	asphalt	2	gables	1	1895
	319 Honan Ave.	RS	wood	asphalt	2	gables	1	1895
	320 -22 Honan Ave.	RM	wood	aluminum	2	gables	2	1895
	321 Honan Ave.	RS	wood	asphalt+	3	gablef	1	1911
	323 Honan Ave.	RS	wood	asbestos	3	gablef	1	1895

	325	Honan Ave.	RS	wood	asphalt+	3	gablef	1	1911
	330	Honan Ave.	RM	wood	asbestos+	2	gables	1	1895
	336	Honan Ave.	RM	wood	woodh	2	gables	1	1911
	338	Honan Ave.	RS	wood	asbestos	2	gablef	1	1911
	338 -1/2	Honan Ave.	RS	wood	aluminum	2	gablef	1	1949
	340	Honan Ave.	RS	wood	vinyl	2	gablef	1	1911
	342	Honan Ave.	RS	wood	asphalt	2	gablef	1	1895
	343	Honan Ave.	RS	wood	brick+	2	gables	1	1949
	348	Honan Ave.	RM	wood	vinyl	2	gablem	1	1911
	350	Honan Ave.	RM	wood	asphalt	2	gablef	1	1911
	353	Honan Ave.	RS	wood	vinyl+	3	gablef	1	1913
	354 -56	Honan Ave.	RM	wood	asphalt	2	gables	2	1911
	358	Honan Ave.	RS	wood	asphalt	2	gables	1	1911
	360	Honan Ave.	RS	wood	asphalt	2	gablef	1	1911
Harrigan-Sturver Building	134	Iron St.	RM	brick	brick	3	gables	4	1911
	137	Iron St.	RM	wood	vinyl	2	gables	1	1895
	139	Iron St.	RS	wood	brick	2	flat	1	1911
	141	Iron St.	RS	wood	woodh	2	gables	1	1895
	142	Iron St.	RM	wood	asphalt	3a	gablef	2	1911
Benjamin Benshoff House	144 -46	Iron St.	RM	wood	woodh	3	gables	2	1895
James Connelly House	159	Iron St.	RS	wood	woods	3	mansard	1	1895
	168	Iron St.	RS	wood	asphalt	2	gables	1	1913
McCreary House	169	Iron St.	RS	wood	asphalt	2a	gables	1	1895
James P. Burns House	171 -73	Iron St.	CH	wood	asphalt+	3	mansard	2	1895
	177	Iron St.	RM	wood	vinyl	2	gables	2	1895
	179	Iron St.	RS	wood	wood+	2a	gablef	1	1895
	185 -87	Iron St.	RM	wood	vinyl	2	gablef	2	1913
	186	Iron St.	RM	wood	vinyl	3	gablef	2	1913
	188 -90	Iron St.	RM	wood	asphalt	3	gablef	2	1913
	189	Iron St.	RM	wood	asphalt	2a	gablef	1	1913
	191	Iron St.	RS	wood	vinyl	2	gablef	1	1913
	192 -94	Iron St.	RM	wood	stone+	3	gablef	2	1913
	193	Iron St.	RM	wood	wood+	2a	gablef	2	1913
John L. Dowling House	195 -97	Iron St.	RM	wood	woodh	2a	gablef	2	1913
	198	Iron St.	RS	wood	asphalt	3	gables	1	1913
	199 -201	Iron St.	RM	wood	asphalt	2a	gablef	2	1913
	202 -04	Iron St.	RM	wood	stone+	3a	gablec	2	1949
Cambria Iron Company House I	203 -05	Iron St.	RM	wood	woodh	2a	gablef	2	1913
	206 -08	Iron St.	RM	wood	woodh	2	gablef	2	1913
	207	Iron St.	RM	wood	vinyl	2a	gablef	1	1913
	213 -15	Iron St.	RM	wood	vinyl	2	gablef	2	1913
	217	Iron St.	RM	wood	woodh	2a	gablef	1	1913
	221 -23	Iron St.	RM	wood	aluminum	2	gablef	2	1913
	224 -26	Iron St.	RM	wood	asphalt+	2a	gablec	0	1913
Cambria Iron Company House II	227 -29	Iron St.	RM	wood	woodh	2a	gablef	2	1913

	228 -30	Iron St.	RM	wood	woods	2	gables	2	1913
	231 -33	Iron St.	RM	wood	woodh	2a	gablef	2	1913
	232 -34	Iron St.	RS	wood	vinyl+	2	gables	1	1913
	235	Iron St.	RM	wood	woodh+	2	gablef	1	1913
	236 -38	Iron St.	RM	wood	asphalt	2	gables	2	1913
	240 -42	Iron St.	RM	wood	stone+	3	gablef	1	1913
	243	Iron St.	RM	wood	asphalt	2	gables	1	1913
	244 -46	Iron St.	RM	wood	stone+	3	gablef	2	1913
	247 -49	Iron St.	RM	wood	vinyl	2	gablef	2	1913
John Martinek House	248 -50	Iron St.	RM	wood	stone+	3	gablef	2	1913
	251 -53	Iron St.	RM	wood	asbestos	2a	gablef	2	1913
	252 -54	Iron St.	RM	wood	vinyl	2	gablef	2	1913
	256 -58	Iron St.	RM	wood	brick+	3	gablef	2	1913
	260 -62	Iron St.	RM	wood	asphalt	3	gablef	2	1913
	264 -66	Iron St.	RM	wood	asphalt	3	gablef	2	1913
	268 -70	Iron St.	RM	wood	asphalt	2	gablef	2	1913
Cambria Iron Company House III	272 -74	Iron St.	RM	wood	asphalt	2	gablef	2	1913
	276 -78	Iron St.	RM	wood	brick	3	hip	2	1913

WESTMONT: BUILDINGS SURVEYED
1988

Name		Address	Original Use	Structural Material	Exterior Material	No. of Stories	Roof Shape	No. of Units	Built by this year
	821 -25	Albright Ave.	RM	wood	asphalt	2a	gablef	2	1913
	920	Albright Ave.	RS	wood	woodh	2a	gablef	1	1949
	921 -23	Albright Ave.	RM	wood	brick	2a	gablef	2	1913
	928	Albright Ave.	RS	wood	brick	1a	gablef	1	1949
	110	Blair St.	R					0	0
F. J. Varner House	120	Blair St.	RS	wood	wood	2a	gables	1	1892
	126	Blair St.	RS	wood	brick	1	gablec	1	1949
	132	Blair St.	RS	wood	woodh	1a	gables	1	1949
	138	Blair St.	RS	wood	asbestos	1a	gablef	1	1949
	150	Blair St.	RS	wood	woodh	2a	hip	1	1949
	156	Blair St.	RS	wood	brick	2	hip	1	1949
	168	Blair St.	RS	wood	woodh	2	hip	1	1949
	208	Blair St.	RS	wood	woodh	2a	gables	1	1949
	214	Blair St.	RS	wood	brick	2a	hip	1	1949
	215	Blair St.	RS	wood	woodh	2a	gablef	1	1949
	243 -45	Blair St.	RM	wood	woodh	2a	gablem	2	1949
George G. Palmer House	44 -46	Bucknell Ave.	RS	wood	woodh	2a	gables	2	1892
	45	Bucknell Ave.	RS	wood	woods	2a	hip	1	1949
	47	Bucknell Ave.	RS	wood	woods	2a	hip	1	1949
	48	Bucknell Ave.	RS		brick+	2a	gables	1	0
	73	Bucknell Ave.	RS	wood	woods	2a	hip	1	1949
	74	Bucknell Ave.	RS	wood	woodh	2a	gables	1	1949
	80	Bucknell Ave.	RS	wood	woods	2a	hip	1	1949
	86	Bucknell Ave.	RS	wood	wood	1	gablef	1	1949
	92	Bucknell Ave.	RS	wood	brick	2	gables	1	1949
	100	Bucknell Ave.	RS	wood	wood	1	gablef	1	1949
	103	Bucknell Ave.	RS	wood	woods	2	gables	1	1949
	104	Bucknell Ave.	RS	wood	brick	2	gambrel	1	1949
	109	Bucknell Ave.	RS	wood	brick	2	gables	1	1949
	116	Bucknell Ave.	RS	wood	aluminum	2a	gables	1	1949
	121 -23	Bucknell Ave.	RS		woods	2	hip	2	0
	122	Bucknell Ave.	RS	wood	woods	2a	hip	1	1949
	126	Bucknell Ave.	RS	wood	woodh	1a	hip	1	1949
	127	Bucknell Ave.	RS	wood	brick	2a	hip	1	1949
	133	Bucknell Ave.	RS	stone	stone	2a	gables	1	1949
	134	Bucknell Ave.	RS	wood	woodh	2a	hip	1	1949

	139		Bucknell Ave.	RS	wood	brick	1a	gables	1	1949
	140		Bucknell Ave.	RS	wood	brick	2a	hip	1	1913
	146		Bucknell Ave.	RS	wood	woods	1a	gables	1	1949
	150	-52	Bucknell Ave.	RS	wood	stone+	2a	gables	2	1913
	300		Bucknell Ave.	RS	wood	stone	2a	gables	1	1892
	316		Bucknell Ave.	RS	brick	brick	2a	hip	1	1949
	328	-30	Bucknell Ave.	RS	wood	woods	2a	gambrel	2	1913
	414		Bucknell Ave.	RS	wood	woodh+	2a	gablem	1	1913
	415		Bucknell Ave.	RS	wood	woods	1a	gables	1	1913
	422		Bucknell Ave.	RS	wood	woods	2	gablef	1	1949
Frank M. & Mary E. Buchanan House	432	-34	Bucknell Ave.	RS	brick	brick	2a	gables	3	1913
	520		Bucknell Ave.	RS	wood	brick	2a	gables	1	1949
	522		Bucknell Ave.	RS	wood	brick	2a	hipg	1	1913
	622		Bucknell Ave.	RS	brick	brick	2a	gablef	1	1913
	624		Bucknell Ave.	RS	wood	woodh	2a	gablef	1	1913
	632		Bucknell Ave.	RS	wood	woodh	2a	hip	1	1913
	638		Bucknell Ave.	RS	wood	woods	1a	gablec	1	1913
	716		Bucknell Ave.	RS	wood	woodh	2a	gambrel	1	1913
Thomas E. Reynolds House	728		Bucknell Ave.	RS	wood	woods	2a	gables	1	1913
	820	-22	Bucknell Ave.	RM	wood	woodh	2a	gambrel	2	1913
	823		Bucknell Ave.	RM	brick	brick	2	hip	2	1949
	824		Bucknell Ave.	RS	wood	asbestos	2a	gambrel	1	1913
	826		Bucknell Ave.	RS	wood	woodh	1a	hipg	1	1913
	914	-18	Bucknell Ave.	RM	wood	woodh	2a	gables	2	1949
	921	-23	Bucknell Ave.	RS	wood	vinyl	2a	gambrel	3	1913
	922		Bucknell Ave.	RS	wood	woodh	2a	gablef	1	1913
Evan A. Lloyd House I	926		Bucknell Ave.	RS	wood	woodh	2a	gablef	1	1913
	1014	-18	Bucknell Ave.	RM	wood	woodh	2a	gablef	2	1949
	1023		Bucknell Ave.	RS	wood	brick	2a	gablef	2	1949
	1024		Bucknell Ave.	RS	wood	brick	2a	hip	1	1913
	1034		Bucknell Ave.	RS	wood	aluminum	2	gables	1	1913
	1037		Bucknell Ave.	RS	wood	formstone+	2a	gablef	1	1913
	18		Clarion St.	RS	brick	brick	3a	gablef	2	1913
	23		Clarion St.	RS	wood	woodh	2a	gablef	1	1913
	24		Clarion St.	RS	wood	asphalt	3a	gablef	1	1949
William Oakley House	27		Clarion St.	RS	wood	woodh+	2	gablef	1	1913
	31		Clarion St.	RS	wood	asbestos	2a	gablef	1	1913
	37		Clarion St.	RS	wood	woodh	2a	hip	1	1913
	43		Clarion St.	RS	wood	vinyl	2a	gablef	1	1913
	49		Clarion St.	RS	wood	formstone+	2a	hip	1	1913
	53		Clarion St.	RS	wood	brick+	2	gablef	1	1949
	54		Clarion St.	RS	wood	asphalt	2a	gablef	1	1913
	57		Clarion St.	RS	wood	vinylh	2a	gablef	1	1913
Evan A. Lloyd House II	60		Clarion St.	RS	wood	woodh	2a	gablef	1	1913

	61	Clarion St.	RS	wood	woods	2a	gablef	1	1913
	102	Clarion St.	RS	wood	woods	2a	gablef	1	1913
	108	Clarion St.	RS	wood	woodh	2a	gables	1	1913
	109	Clarion St.	RS	wood	woodh	2a	gables	1	1913
Cambria Steel Co./Patrick J. Coll House	114	Clarion St.	RS	wood	woodh	2a	gables	1	1913
	115	Clarion St.	RS	wood	woodh	2a	gables	1	1913
	118 -20	Clarion St.	RM	wood	woodh+	2a	hip	4	1913
	121	Clarion St.	RS	wood	aluminum	2a	gablef	1	1913
	126 -28	Clarion St.	RS	wood	aluminum	2a	gablec	2	1913
	127	Clarion St.	RS	wood	aluminum	2a	hip	1	1913
	132	Clarion St.	RS	wood	woodh	2a	gablef	2	1913
	133	Clarion St.	RS	wood	woodh	2a	gablef	2	1913
	136 -38	Clarion St.	RM	wood	woodh	2a	gablec	2	1913
	141	Clarion St.	RS	wood	asphalt	2a	hip	2	1913
	145 -49	Clarion St.	RM	wood	brick	2a	hip	2	1949
	146	Clarion St.	RS	wood	wood	2a	hip	1	1913
	202	Clarion St.	RS	wood	woodh	2a	gablef	2	1913
	203	Clarion St.	RS	wood	woodh	2a	gablef	4	1913
	206 -10	Clarion St.	RM	wood	woodh+	2a	gablef	2	1913
	207	Clarion St.	RS	wood	woods+	2a	gablef	1	1913
	211	Clarion St.	RS	wood	woodh	2a	gablef	1	1913
	212 -14	Clarion St.	RM	wood	woodh	2a	gablef	2	1913
	215	Clarion St.	RS	wood	woodh	2a	gablef	1	1913
	216	Clarion St.	RS	wood	woodh	2	gambrel	1	1913
	221	Clarion St.	RS	wood	brick+	2	gablef	1	1949
	55	Colgate Ave.	RS	wood	brick	2	gables	1	1949
	70	Colgate Ave.	RS	wood	woodh	2a	gables	1	0
	74	Colgate Ave.	RS	wood	brick	2a	gablem	1	1949
	79	Colgate Ave.	RS	wood	brick	2	gables	1	1949
	80	Colgate Ave.	RS	wood	vinyl	2a	gambrel	1	1949
	85	Colgate Ave.	RS	wood	woods	2	gables	1	1949
	86	Colgate Ave.	RS	wood	woods	2a	hip	1	1949
	91	Colgate Ave.	RS	wood	brick	2a	gablef	1	1949
	92	Colgate Ave.	RS	wood	woods	2a	gables	1	1949
	97	Colgate Ave.	RS	wood	brick	2	hip	1	1949
	98	Colgate Ave.	RS	wood	vinyl	2	hip	1	1949
	103	Colgate Ave.	RS	wood	brick	2a	gables	1	1949
	104	Colgate Ave.	RS	wood	vinyl	2a	gambrel	1	1949
	109	Colgate Ave.	RS	wood	woods	2a	gables	1	1949
	110	Colgate Ave.	RS	wood	woods	2a	gablem	1	1949
	116	Colgate Ave.	RS	wood	woods	2a	hip	1	1949
	121	Colgate Ave.	RS	wood	brick	2	gablef	1	1949
	122	Colgate Ave.	RS	wood	woodh	2a	hip	1	1949
	127	Colgate Ave.	RS	wood	brick	2	gables	1	1949

	128	Colgate Ave.	RS	wood	brick	2a	hip	1	1949
	133	Colgate Ave.	RS	wood	brick	2	hip	1	1949
	134	Colgate Ave.	RS	wood	aluminum	2a	gablef	1	1913
	139	Colgate Ave.	RS	wood	brick	2a	gambrel	1	1949
Cambria Steel Co./Catherine Benshoff House	140	Colgate Ave.	RS	wood	woodh	2a	gablef	1	1913
Cambria Steel Co./Jessica F. DeWitt House	146	Colgate Ave.	RS	wood	woods	2a	hipg	1	1913
	147	Colgate Ave.	RS	wood	stone	2	gables	1	1949
	151	Colgate Ave.	RS	wood	brick	2	gables	1	1949
	152	Colgate Ave.	RS	wood	aluminum	2a	gablef	1	1913
	157	Colgate Ave.	RS	wood	brick	2	gambrel	1	1949
	158	Colgate Ave.	RS	wood	woods	2a	gablef	1	1949
	163	Colgate Ave.	RS	wood	woods	2a	gables	1	1949
	164	Colgate Ave.	RS	wood	woods	2a	gables	1	1949
	233	Colgate Ave.	RS	stone	stone	2a	hip	1	1913
	314	Colgate Ave.	RS	brick	stucco	1a	gablef	1	1949
	409	Colgate Ave.	RS		vinyl	2a	gablef	1	0
	415	Colgate Ave.	RS	wood	woodh	2a	hipg	1	1913
	421 -23	Colgate Ave.	RM	wood	woods	2a	gables	2	1913
	422	Colgate Ave.	RS	wood	asphalt	2a	gables	1	1913
	428	Colgate Ave.	RS	wood	woods	2a	gables	1	1949
	436	Colgate Ave.	RS	wood	woodh	2a	gables	1	1913
	520	Colgate Ave.	RS	wood	woodh	2a	gables	1	1913
	522	Colgate Ave.	RS	wood	woods	2a	hip	1	1913
	528	Colgate Ave.	RS	wood	woodh	2a	gambrel	1	1913
	534	Colgate Ave.	RS	wood	aluminum	2a	gambrel	1	1949
	540	Colgate Ave.	RS	wood	woods	2	gables	1	1913
	546	Colgate Ave.	RS	brick	brick	2	hip	1	1949
	552	Colgate Ave.	RS	wood	vinyl+	1a	gables	1	1949
	97	Dartmouth Ave.	RS		vinyl	2a	gables	1	0
	103	Dartmouth Ave.	RS		asphalt	2a	gables	2	0
	109	Dartmouth Ave.	RS			2a	hip	1	0
	115	Dartmouth Ave.	RS		brick	2a	hip	1	0
	121	Dartmouth Ave.	RS		woodh	2a	hip	1	0
	127	Dartmouth Ave.	RS		brick	2a	gables	1	0
	133	Dartmouth Ave.	RS		aluminum	2a	gablef	1	0
	151	Dartmouth Ave.	RS	wood	brick	2a	gables	1	1949
	157	Dartmouth Ave.	RS	wood	stone	2a	gables	1	1949
	163	Dartmouth Ave.	RS	brick	brick	2a	gables	1	1949
Westmont Volunteer Fire Co.	283 -85	Dartmouth Ave.	PP	brick	brick	2	hip	1	1949
	316	Dartmouth Ave.	RS	wood	stone	2	gambrel	1	1913
Westmont Middle School	827	Diamond Blvd.	PS		brick	3	flat	0	0
	414 -16	Edgehill Dr.	RM	wood	woodh	2a	gablef	2	1913
Charles S. Price House	510	Edgehill Dr.	RS	wood	stone	2a	gables	1	1892

Thomas F. Hamilton House	528	Edgehill Dr.	RS	wood	stone+	2a	gablec	3	1892
	806 -10	Edgehill Dr.	RM	wood	woodh	2a	gablef	2	1949
	814 -18	Edgehill Dr.	RM	wood	woodh	2a	gablef	2	1949
	820 -22	Edgehill Dr.	RM	wood	woodh	2	hip	2	1949
	828	Edgehill Dr.	RS	wood	woodh	2	gablef	2	1949
John H. Allendorfer House	834 -36	Edgehill Dr.	RS	wood	woods	2a	hipg	2	1913
	916	Edgehill Dr.	RS	wood	aluminum	1	hip	1	1913
	920	Edgehill Dr.	RS	wood	aluminum	2a	gablef	1	1913
	934 -36	Edgehill Dr.	RS	wood	woods	2a	gablef	2	1913
	40 -44	Erie St.	RM	wood	woods	2a	gablec	3	1913
	48	Erie St.	RS	wood	woodh	2a	gablef	1	1913
	54	Erie St.	RS	wood	woodh	2a	gables	1	1913
	60	Erie St.	RS	wood	siding	2a	hip	3	1913
	108	Erie St.	RS	wood	woodh	2a	hip	1	1913
	114	Erie St.	RS	wood	woodh	2a	hip	1	1913
Rose Fisher House	120	Erie St.	RS	wood	woodh	2a	gablef	1	1913
	126	Erie St.	RS	wood	brick+	2	gambrel	1	1949
	132	Erie St.	RS	wood	asphalt	2a	hipg	4	1913
	138	Erie St.	RS	wood	woodh	2a	gablec	2	1913
	144	Erie St.	RS	wood	woodh	2a	hip	1	1913
Mary J. Cooper House	204 -06	Erie St.	RM	wood	woodh	2a	gablem	2	1913
	308	Erie St.	CH	wood	vinyl	2	hip	1	1913
Fannie Morris House	105	Fayette St.	RS	wood	woods	2a	hipg	1	1892
	123	Fayette St.	RS	brick	brick	2a	gables	1	1913
George E. Thackray House	126	Fayette St.	RS	wood	woodh	2a	gambrel	1	1913
Blanche McMillen Replogle House	131	Fayette St.	RS	brick	brick	2a	hip	1	1913
	139	Fayette St.	RS	wood	aluminum	2a	gables	1	1913
Harry S. Endsley House	144	Fayette St.	RS	wood	woodh	2a	hipg	1	1913
	145	Fayette St.	RS	wood	brick	2a	hipg	5	1913
Elmer Butler House	152	Fayette St.	RS	wood	woodh	2a	gablef	1	1913
James A. Hamilton House	200	Fayette St.	RS	wood	woods	2a	gambrel	2	1913
	209	Fayette St.	RS	wood	vinyl	2a	hip	1	1913
	210	Fayette St.	RS	wood	brick	2a	hip	1	1949
	214	Fayette St.	RS	wood	brick	2a	gablec	1	1892
	215 -17	Fayette St.	RM	wood	woodh	2a	gablef	4	1949
	220	Fayette St.	RS	wood	woodh	2a	hipg	1	1913
	221	Fayette St.	RS	wood	woodh	2a	gables	1	1913
	226	Fayette St.	RS	wood	woodh	2a	hipg	1	1913
Charles H. Temple House	227	Fayette St.	RS	wood	woodh	2a	hip	1	1949
	231 -35	Fayette St.	RM	wood	woodh	2a	gablef	2	1949
	232	Fayette St.	RS	wood	vinyl	2a	hipg	1	1913
	236	Fayette St.	RS	wood	aluminum	2a	gablef	1	1913
	237	Fayette St.	RS	wood	woods	2a	hip	2	1913
	240	Fayette St.	RS	wood	woodh	2a	gablef	1	1913

	244	Fayette St.	RS	wood	vinyl	2a	gambrel	1	1913
Mary E. Dennison House	245	Fayette St.	RS	wood	woodh	2a	gables	1	1913
	308	Fayette St.	RS	wood	woodh	2a	gambrel	1	1913
	309	Fayette St.	RS	wood	asphalt	2a	gables	1	1913
	311	Fayette St.	RS	wood	woods	1a	gables	1	1949
	314	Fayette St.	RS	wood	vinyl	1a	gablef	1	1949
	321	Fayette St.	RS	wood	woods	2a	gablef	1	1949
	325	Fayette St.	RS		woodh	2a	gables	1	0
	115	Greene St.	RS	wood	woods	2a	gambrel	1	1913
	119 -21	Greene St.	RS	wood	woodh	2a	hipg	2	1913
	125 -27	Greene St.	RS	wood	woods	2a	hip	2	1913
Jennie A. Zimmerman House	131	Greene St.	RS	wood	aluminum	2a	hip	1	1913
	137 -39	Greene St.	RS	wood	asphalt	2a	hip	2	1913
Harry M. Hay House	143	Greene St.	RS	wood	woodh	2a	hipg	1	1913
	149	Greene St.	RS	wood	woodh	2a	hip	1	1913
	155	Greene St.	RS	wood	woods	2a	gambrel	2	1913
Thomas P. Keedy House	202	Greene St.	RS	wood	woods	2a	gablem	2	1913
Jonathan Gardner House	203 -09	Greene St.	RS	wood	brick	2a	gables	0	1913
	206	Greene St.	RS	wood	vinyl	2a	gablec	1	1913
	210 -14	Greene St.	RS	wood	aluminum	2a	hip	2	1913
	215 -17	Greene St.	RS	wood	woods	2a	gables	2	1913
	220	Greene St.	RS	wood	vinyl	2a	gablef	1	1913
	221	Greene St.	RS	wood	woodh	2a	gables	1	1913
	226	Greene St.	RS	wood	vinyl	2a	hip	2	1913
	227	Greene St.	RS	wood	vinyl	2a	hip	4	1913
Moses Owen House	233	Greene St.	RS	wood	woodh	2a	hip	1	1913
Cambria Steel Co./John C. Ogden House	238	Greene St.	RS	wood	stone+	2a	gablef	1	1913
	241 -43	Greene St.	RM	wood	brick	2a	hip	2	1949
	245	Greene St.	RS	wood	brick	1a	gablef	1	1913
	502	Indiana St.	RS		stucco	1	gablef	1	0
	503	Indiana St.	RS		brick	1a	gables	1	0
	510	Indiana St.	RS		brick	2	gables	1	0
	511	Indiana St.	RS		brick	1a	gables	1	0
	516	Indiana St.	RS		brick+	2a	gables	1	0
	517	Indiana St.	RS		aluminum	1a	gables	1	0
	522	Indiana St.	RS		vinyl	2	gablef	1	0
	523	Indiana St.	RS		brick	1a	gables	1	0
	527	Indiana St.	RS		vinyl	1a	gables	1	0
	528	Indiana St.	RS		brick	1a	gables	1	0
	533	Indiana St.	RS		brick	1a	gables	1	0
	539	Indiana St.	RS		brick	1a	gables	1	0
	601	Indiana St.	RS		brick	1a	gables	1	0
	607	Indiana St.	RS		brick	1a	gables	1	0
	615	Indiana St.	RS		vinyl	1a	gables	1	0

	620	Indiana St.	RS		vinyl	2'	gables	1	0
	621	Indiana St.	RS		vinyl	1a	gables	1	0
	626	Indiana St.	RS		vinyl	1	gables	1	0
	629	Indiana St.	RS		brick	1a	gables	1	0
	632	Indiana St.	RS		aluminum	1a	gables	0	0
	635	Indiana St.	RS		brick	1a	gables	1	0
	636	Indiana St.	RS		brick+	2	gables	1	0
	999	Indiana St.	R					0	0
	23	Lehigh St.	RS	wood	aluminum	2	gables	1	1892
Cambria Iron Co./Louis & Minnie Wise House	42	Lehigh St.	RS	wood	asphalt	2	gablef	1	1892
Cambria Iron Co./R. S. Jordan House	59	Lehigh St.	RS	wood	asphalt+	3	gables	1	1892
Jacob & Marguerite Fronheiser House	201 -05	Luzerne St.	RM	wood	stone+	2a	gablec	2	1913
	208	Luzerne St.	RS	wood	woods	2a	gables	1	1949
	220	Luzerne St.	RS	wood	brick	2	hip	1	1913
	226	Luzerne St.	RS	wood	stone	2a	gablec	1	1949
	227	Luzerne St.	RS	brick	stucco	2	hip	1	1913
	232	Luzerne St.	RS	wood	brick	2	gables	1	1949
	244	Luzerne St.	RS	wood	woodh+	2a	gables	1	1913
	245	Luzerne St.	RS	wood	woodh	2a	hip	1	1913
Louise Fayon Hannan House	300	Luzerne St.	RS	brick	stucco	2a	gables	1	1949
	303	Luzerne St.	RS	wood	woodh	2a	hip	1	1913
	309	Luzerne St.	RS	wood	woodh	2a	gablef	1	1913
	314 -16	Luzerne St.	RM	wood	woods	2a	gablec	2	1913
	315	Luzerne St.	RS	wood	woodh	2a	hip	1	1913
	320	Luzerne St.	RS	brick	brick	2a	hip	1	1949
	321	Luzerne St.	RS	brick	brick	2a	hip	1	1913
	326	Luzerne St.	RS	wood	brick	2a	gables	1	1913
	331 -33	Luzerne St.	RS	wood	woods	2a	gables	2	1913
	332	Luzerne St.	RS		woods	2a	gables	1	0
	342	Luzerne St.	RS	wood	woods	2a	hip	1	1913
Harvey F. Grazier House	345	Luzerne St.	RS	wood	woods	2a	gables	1	1913
	402	Luzerne St.	RS	wood	woods	2a	hip	2	1913
Cambria Iron Co./Frank D. Greer House	403	Luzerne St.	RS	wood	brick+	2a	hipg	1	1913
	409	Luzerne St.	RS	wood	vinyl	2a	hip	1	1913
	415	Luzerne St.	RS	wood	stone	2	gables	1	1949
Henry Rogers House	418	Luzerne St.	RS	wood	woods	2a	gables	2	1913
	420 -22	Luzerne St.	RS	wood	woodh	2a	hipm	2	1913
	421	Luzerne St.	RS	wood	woodh	2	hip	1	1949
	427	Luzerne St.	RS	brick	brick	2a	hip	1	1949
	433	Luzerne St.	RS	wood	brick	1a	hip	1	1913
Elmer E. Stimmel House	434	Luzerne St.	RS	brick	brick	2a	hip	1	1913

	444	Luzerne St.	RS	brick	brick	2a	gables	1	1913
	457	Luzerne St.	RS	brick	stone+	2a	gablef	1	1949
	505	Luzerne St.	RS	brick	brick	2a	hip	1	1913
	508	Luzerne St.	RS	brick	brick	2a	hip	5	1913
	514	Luzerne St.	RS	wood	brick	2a	hip	1	1913
	515	Luzerne St.	RS	wood	woodh	2	gables	1	1913
	520	Luzerne St.	RS	wood	brick	2a	gablec	1	1913
	521	Luzerne St.	RS	wood	brick	2	hip	1	1949
	530	Luzerne St.	RS	wood	stone+	2a	gambrel	1	1913
	532	Luzerne St.	RS	wood	woods	2a	hip	2	1913
	533	Luzerne St.	RS	wood	brick	2	gables	1	1949
	538	Luzerne St.	RS	wood	brick	2	hip	1	1913
	539	Luzerne St.	RS	wood	brick+	2a	gables	1	1949
John Schonhardt House	600	Luzerne St.	RS	wood	woodh	2a	hipg	1	1913
Westmont Presbyterian Church	601	Luzerne St.	EC	stone	stone		gablef	1	1949
	610 -12	Luzerne St.	RS	brick	brick	2a	gables	2	1913
	614	Luzerne St.	RS	wood	woods	2a	gables	1	1913
	623	Luzerne St.	RS	brick	brick	2	hip	1	1949
	626	Luzerne St.	RS	brick	brick	2	hip	1	1949
	632	Luzerne St.	RS	wood	brick+	2	gables	1	1913
	638	Luzerne St.	RS	brick	brick	2a	hip	3	1913
Westmont Presbyterian Church, Geneva House	639	Luzerne St.	EP	brick	brick+	2a	gablef	1	1949
	700	Luzerne St.	RS	brick	brick	2	hip	1	1913
	701	Luzerne St.	RS	wood	vinyl	2a	gables	1	1949
	714	Luzerne St.	RS	wood	woodh	2	gables	1	1949
	715	Luzerne St.	RS	brick	brick	2	hip	1	1949
	722	Luzerne St.	RS	brick	brick	2	gambrel	1	1949
	725	Luzerne St.	RS	brick	brick	2a	gables	1	1949
	731	Luzerne St.	RS	wood	vinyl	2a	gambrel	1	1949
	732	Luzerne St.	RS	wood	woods	2a	gambrel	1	1913
	734	Luzerne St.	RS	brick	brick	2a	gables	1	1949
	743	Luzerne St.	RS	wood	brick	2a	hip	1	1949
	755	Luzerne St.	RS	wood	brick	2a	gambrel	1	1949
	756	Luzerne St.	RS	wood	stone+	2a	hip	1	1913
Cambria Steel Co./Karl J. Fronheiser House	800	Luzerne St.	RS	wood	brick+	2a	gambrel	1	1913
	801	Luzerne St.	RS	wood	brick	2a	gables	1	1949
	802	Luzerne St.	RS	wood	woodh	2a	gables	1	1913
	808	Luzerne St.	RS	wood	brick	2a	gablec	1	1949
	809	Luzerne St.	RS	wood	brick	2	hip	1	1949
	812	Luzerne St.	RS	brick	brick	2a	gables	1	1949
	821	Luzerne St.	RS	wood	brick	2a	gambrel	0	1949
	827	Luzerne St.	RS	wood	brick+	2a	gambrel	1	1949
	833	Luzerne St.	RS	brick	stone	2	gables	1	1949

	839	Luzerne St.	RS	brick	brick	2a	gablef	1	1949
	900	Luzerne St.	RS	brick	brick	2a	gables	1	1913
	912	Luzerne St.	RS	wood	woodh+	2a	hip	1	1949
	922	Luzerne St.	RS	wood	woodh	2	gables	1	1949
	924	Luzerne St.	RS	wood	brick+	2a	gablem	1	1949
	928	Luzerne St.	RS	brick	brick	2a	gables	1	1949
	932	Luzerne St.	RS	wood	stone	2a	gables	1	1949
The Peoples Natural Gas Co.	934	Luzerne St.	UB		brick	1	flat	1	0
William H. Morris House	202	Mifflin St.	RS	wood	woodh	2a	gablef	2	1913
	208	Mifflin St.	RS	wood	woods	1a	gambrel	1	1913
	209	Mifflin St.	RS	wood	brick	2a	gables	1	1913
Peter Mulvehill House	212	Mifflin St.	RS	wood	woodh	2a	gambrel	1	1913
	216	Mifflin St.	RS	wood	woodh	2a	gablef	1	1913
	217 -19	Mifflin St.	RM	wood	brick	2	flat	4	1949
	218 -1/2	Mifflin St.	RM	wood	wood	2a	gables	2	1913
	221 -23	Mifflin St.	RM	wood	woods	2	gambrel	2	1949
	222	Mifflin St.	RS	wood	brick+	2a	gablef	1	1913
	225 -29	Mifflin St.	RM	wood	woodh	2	gablef	2	1913
	226	Mifflin St.	RS	wood	woodh+	1a	gambrel	1	1913
	999	Mill Creek Rd.	RS		aluminum	2a	gables	1	0
	82	Montour St.	RS	wood	stone	2	hipg	1	1949
	89	Montour St.	RS	wood	woodh	1a	gables	1	1949
Cambria Iron Co./David Cohoe House	116	Montour St.	RS	wood	stone+	2	gablem	1	1913
	122	Montour St.	RS	wood	woods	2a	hip	1	1949
	134	Montour St.	RS	wood	woods	1a	gables	1	1949
	140	Montour St.	RS	wood	brick	2a	gables	1	1913
	104	Tioga St.	RS	wood	woodh	2a	gablem	1	1892
	110	Tioga St.	RS	wood	woodv+	2a	gables	1	1892
	112 -16	Tioga St.	RS	wood	asphalt	2a	hip	2	1913
	122	Tioga St.	RS	wood	vinyl	2a	hip	1	1913
	126	Tioga St.	RS	wood	woods+	2a	gablef	1	1913
	130	Tioga St.	RS	wood	woods+	2a	gablef	1	1913
Cambria Steel Co./Howard M. Ross House	134	Tioga St.	RS	wood	woods	2a	gambrel	2	1913
	138	Tioga St.	RS	wood	woods	2a	gables	1	1949
Albert Trent & Jacob Z. Replogle House	142 -48	Tioga St.	RM	wood	woodh	2a	hipg	2	1913
	152	Tioga St.	RS	wood	brick	2a	hip	1	1949
Tioga Street Market	202	Tioga St.	CR	wood	woodh	2	gablef	2	1913
Studio Hair Crimpers	210 -12	Tioga St.	CR	wood	brick	2	gambrel	2	1949
	213 -15	Tioga St.	RM	wood	woodh	2a	gables	2	1913
	214	Tioga St.	RS	wood	vinyl	2a	hip	3	1913
	220	Tioga St.	RS	wood	woods	2a	hipg	1	1913
	221	Tioga St.	RS	wood	woodh	2a	hip	1	1913

Minnie E. Wattingly House	223	Tioga St.	RS		woods	2a	hip	1	0
	227	Tioga St.	RS	wood	woodh	2a	gablef	1	1913
	232	Tioga St.	RS	wood	asbestos	2a	hip	1	1913
	237 -41	Tioga St.	RM		brick	2a	hip	2	0
Cambria Steel Co./H. M. & Frances M. Tarr House	238	Tioga St.	RS	wood	woodh	2a	hipg	1	1913
	243 -47	Tioga St.	RM		brick+	2a	gablef	2	0
Cambria Steel Co./Thomas S. & Winifred Reilly Hse.	244	Tioga St.	RS	wood	woodh	2a	hipg	1	1913
	305	Tioga St.	RS	wood	woodh	2a	hip	1	1913
	307 -11	Tioga St.	RS	wood	woodh	2a	hip	3	1913
	313 -15	Tioga St.	RM	wood	woods	2a	gablef	2	1949
	315 rear	Tioga St.	RS	wood	woodh	2a	gables	1	1913
	321	Tioga St.	RS	wood	woodh	2a	hip	1	1913
	327 -29	Tioga St.	RS	wood	woodh+	2a	gables	2	1913
	333	Tioga St.	RS	wood	woods	2a	gables	2	1949
	338 -40	Tioga St.	RS	wood	woodh	2a	gables	2	1913
	339	Tioga St.	RS	wood	stucco	2a	gables	1	1913
	344	Tioga St.	RS	wood	woodh	2a	hipg	4	1913
	345	Tioga St.	RS	wood	woods	2a	gables	1	1913
	350	Tioga St.	RS	wood	woodh	2	hipg	3	1949
	407	Tioga St.	RS	brick	brick	2a	gables	1	1913
Our Mother of Sorrows Rectory	408	Tioga St.	RS	wood	woods	2a	gables	1	1913
	415	Tioga St.	RS	wood	brick+	2a	gablem	1	1913
Our Mother of Sorrows Roman Catholic Church	424	Tioga St.	EC	stone	stone		gablef	0	1949
	439 -41	Tioga St.	RS	wood	stone	2a	gablef	2	1949
	445	Tioga St.	RS	brick	brick	2	gables	1	1949
	503	Tioga St.	RS	brick	stucco	2	hip	1	1949
	504	Tioga St.	RS	wood	woods	2	hip	1	1913
	515	Tioga St.	RS	brick	brick	2a	hip	1	1913
	519 -21	Tioga St.	RS	wood	woods	2a	gambrel	2	1949
	520	Tioga St.	RS	wood	brick	2a	gables	1	1949
Russel C. & Lucy Love House	535	Tioga St.	RS	wood	stone	2a	gables	1	1913
	538	Tioga St.	RS	wood	woods	2a	gables	1	1913
William H. Burkhard House	603	Tioga St.	RS	brick	stucco	2a	gables	1	1913
	608	Tioga St.	RS		stucco	2a	gables	1	0
	627	Tioga St.	RS	brick	stone	2	gambrel	1	1949
	633	Tioga St.	RS	wood	brick	2a	gables	1	1949
	701	Tioga St.	RS	wood	stone	2a	gablem	1	1949
	715	Tioga St.	RS	wood	woods	2a	hip	1	1949
	721	Tioga St.	RS	wood	brick	1	hip	1	0
	733	Tioga St.	RS	wood	brick	2a	hip	1	1949
	745	Tioga St.	RS	wood	stone	2	gablem	1	1949
	24	Venango St.	RS	wood	woodh	2a	gablef	1	1913

	30		Venango St.	RS	wood	woodh	2a	hip	1	1913
	36		Venango St.	RS	wood	aluminum+	2a	gablec	1	1913
	42		Venango St.	RS	brick	brick+	2a	hip	1	1913
	43		Venango St.	RM	wood	woods	2a	hip	3	1913
	48		Venango St.	RS	brick	stucco+	2a	hip	1	1913
	49		Venango St.	RS	wood	woods	2a	gablef	1	1913
	54	-56	Venango St.	RM	wood	woodh	2a	hip	2	1913
	55		Venango St.	RS	wood	aluminum	2a	gables	1	1913
	60		Venango St.	RS	wood	woodh	2a	gablef	1	1913
	61		Venango St.	RS	wood	aluminum	2a	gablec	1	1913
	100		Venango St.	RS	wood	woodh	2a	gables	1	1913
	103		Venango St.	RS	wood	woodh	2a	hip	2	1913
	104		Venango St.	CR	wood	brick	1	flat	1	1913
	107	-11	Venango St.	RM	wood	woodh	2a	gablec	2	1913
	108	-10	Venango St.	RM	wood	woodh	2a	gablec	2	1913
	114		Venango St.	RS	wood	woodh	2a	gablec	1	1913
	115		Venango St.	RS	wood	woods	2a	gablef	1	1913
	119		Venango St.	RS	wood	woods	2a	gablef	1	1913
	120		Venango St.	RS	wood	aluminum	2a	gablef	2	1913
	123		Venango St.	RS	wood	woodh	2a	gablef	1	1913
	126		Venango St.	RS	wood	woodh	2a	gablef	1	1913
	127		Venango St.	RS	wood	woodh	2a	hip	1	1913
	132		Venango St.	RS	wood	woods+	2a	gables	1	1913
	133		Venango St.	RS	wood	woodh	2a	hipg	2	1913
	138		Venango St.	RS	wood	aluminum+	2a	gablec	1	1913
	139		Venango St.	RS	brick	brick	2a	hip	1	1913
	143	-45	Venango St.	RS	wood	woodh	2a	gablem	2	1913
	144		Venango St.	RS	wood	woodh	2a	gablec	2	1913
	202		Venango St.	RS	wood	woods+	2a	gablec	2	1913
	208	-10	Venango St.	RM	wood	woodh	2a	gablef	2	1913
	211	-15	Venango St.	RM	wood	woodh+	3a	gambrel	2	1913
	212	-16	Venango St.	RM	wood	woodh	3	mansard	2	1913
	401		Wayne St.	RS		stone	2	gables	1	0
	406		Wayne St.	RS	brick	brick	2a	gables	1	1949
	409		Wayne St.	RS		stone	2a	hipg	1	0
	412		Wayne St.	RS	wood	woods	2a	gables	1	1949
	415		Wayne St.	RS		woods	2a	hip	1	0
	420		Wayne St.	RS	brick	brick	2	gables	1	1949
	421		Wayne St.	RS		vinyl	2a	hip	1	0
	427		Wayne St.	RS		brick	1	hip	1	0
	432		Wayne St.	RS	wood	woods	2a	gables	1	1913
	433		Wayne St.	RS		brick	1	hip	1	0
	441		Wayne St.	RS		brick	1	flat	1	0
William C. Krieger House	444		Wayne St.	RS	wood	stone	2a	gambrel	1	1913
	504		Wayne St.	RS	wood	stucco	2a	gablef	1	1913

	509	Wayne St.	RS		brick	2	hip	1	0
	523	Wayne St.	RS		stone	2	gables	1	0
	529	Wayne St.	RS		brick	1	gables	1	0
Foster H. & Edna Berkebile House	534	Wayne St.	RS	wood	stone	2	gables	1	1949
	538	Wayne St.	RS	wood	brick	2a	gables	1	1949
	601	Wayne St.	RS		aluminum	2	gables	1	0
	609	Wayne St.	RS		wood	2	gables	1	0
	619	Wayne St.	RS		aluminum	2	gables	1	0
	622	Wayne St.	RS	wood	brick	1	gables	1	1949
	631	Wayne St.	RS		wood	2	gables	1	0
	634	Wayne St.	RS	wood	brick	1a	gables	1	1949
	637	Wayne St.	RS		wood	2	gables	1	0
	701	Wayne St.	RS		wood	2	gables	1	0
	708	Wayne St.	RS	wood	vinyl	1	gables	1	1949
	709	Wayne St.	RS		wood	2	gables	1	0
	717	Wayne St.	RS		aluminum	2	gables	1	0
	718	Wayne St.	RS	wood	aluminum	1	gables	1	1949
	725	Wayne St.	RS		vinyl	2	gables	1	0
	726	Wayne St.	RS	wood	vinyl	1	gables	1	1949
	733	Wayne St.	RS		wood	2	gables	1	0
	738	Wayne St.	RS	wood	wood	1	gables	1	1949
	741	Wayne St.	RS		wood	2	gables	1	0
	744	Wayne St.	RS	wood	wood	1	gables	1	1949
	755	Wayne St.	RS		wood	2	gables	1	0
Cambria Iron Co./James Woods House	18	Wyoming St.	RS	wood	woods	2	gablef	1	1892
	24	Wyoming St.	RS	wood	woodh+	2	gablef	1	1949
	27 -29	Wyoming St.	RM	wood	woods	2	gables	2	1892
	30	Wyoming St.	RS	wood	woodh	2	gablef	1	1892
	36	Wyoming St.	RS	wood	woodh	2a	gablef	1	1949
	39 -41	Wyoming St.	RM	wood	aluminum	2	gables	2	1892
	42	Wyoming St.	RS	wood	vinyl	2	gablef	1	1892
	51 -53	Wyoming St.	RM	wood	woods	2	gables	2	1892
	54	Wyoming St.	RS	wood	asbestos	2	gablef	1	1892
Cambria Iron Co./Hannah Robson House	117 -19	Wyoming St.	RS	wood	woods	2a	gables	1	1892
	120	Wyoming St.	R	wood	vinyl+	2	gablef	1	1892
	127	Wyoming St.	RS	wood	woodh	2	gables	1	1949
Cambria Iron Co./Ira L. Potter House	132	Wyoming St.	RS	wood	woods	2	gablef	1	1892
	133	Wyoming St.	RS	wood	woodh	2	hip	1	1892
	137 -41	Wyoming St.	RM	wood	brick	2a	gablef	2	1949
	138	Wyoming St.	RS	wood	woodh+	2	gables	1	1949
Cambria Iron Co./William L. & Lottie Grubb House	144	Wyoming St.	RS	wood	woods	2	gablef	1	1892

	204 -06	Wyoming St.	RS	wood	vinyl	2a	gables	2	1913
	215	Wyoming St.	RS	wood	brick+	2	gablef	2	1949
Cambria Iron Co./William H. Wagner House	216 -18	Wyoming St.	RM	wood	woods	2	gables	2	1892
	221	Wyoming St.	RS	wood	woods	2a	gables	1	1949
	227	Wyoming St.	RS	wood	brick+	2a	hip	1	1949
	228 -30	Wyoming St.	RM	wood	woodh	2	gables	2	1892

* U.S. GOVERNMENT PRINTING OFFICE:1999-248-960:00761